

The Outlook

MARCH 22, 1922

INDIA AND ISLAM

THE forced resignation of the British Secretary of State for India, Mr. Edwin S. Montagu, the general belief that it will be followed by the resignation of the Viceroy, Lord Reading, and the arrest on the charge of sedition of Gandhi, the leader of the movement for "non-co-operation" (meaning largely non-payment of taxes and refusal to obey governmental orders), have brought to a critical point England's relations to India. The article by Mr. P. W. Wilson on another page throws light on the issues involved.

There are over 300,000,000 natives in India, of whom about 66,000,000 are Mohammedans. Ordinarily, Mohammedans do not agree or act in unison with men of other religions. But just now they are making common cause with other natives for different reasons. The non-Mohammedans (Buddhists, Hindus, and others) are agitating for "home rule," or at least for a large measure of native self-government. Gandhi has preached against violence and has inflicted penance on himself when his followers committed violence; yet some of his utterances are alleged to have incited indirectly to open rebellion. The memory of the deplorable Amritsar massacre is said to have had a baleful influence.

The most active anti-British feeling now, however, is of Pan-Islam origin. In an editorial in *The Outlook* of December 21 last, based largely on an interview with Mr. Sastri, India's delegate to the Washington Conference, we said:

When the war with Germany was seen to be a desperate matter, the British Government called for troops from India. The Mohammedans hesitated to take up arms against the ally of the Sultan, the religious head of Mussulmans. It was then that the British Government assured their Mohammedan subjects that this would not be a war against Islam and that the protector of the sacred places of their religion would in no way lose his temporal authority. The British Government has not kept its pledge. From the point of view of the Mohammedan of India, that is a wicked breach of faith. The Turkish Empire has been broken up. Because they trusted in their masters, these Mohammedans now find that they have been used to weaken the head of their religion. And the other people of India who do not share the Mohammedan faith can, and many of them do, share these Mohammedans' indignation.

Mr. Morgenthau, formerly American Ambassador to Turkey, says of the rela-

tion of Islam to the present disturbance:

This is all part of a Pan-Islamic plot which includes Turkey, India, and Egypt. And the emissaries of Turkey have undoubtedly stirred up the leaders in India to make use of an opportunity resulting from the failure of the Greek invasion, the evacuation of Anatolia by the French, and the desertion of the Armenians, who have been left to shift for themselves by the British. Under these circumstances, Turkey is again utilizing the disputes between the big Powers and the inability of the Russian Government to assert itself to regain some of its lost possessions, including Thrace and the Dardanelles.

Thus the relations of England to Turkey, Egypt, and other Islamic lands are involved. No wonder, then, that Lord Curzon, England's Foreign Secretary, and his chief, Lloyd George, were disturbed when Mr. Montagu, without authorization from the Ministry or the Prime Minister or the Foreign Secretary, made public a letter from the Viceroy of India which favored a change in policy which would lead to re-establishing in Turkey just that Islamic power which in the past has been pro-German and was responsible for the Armenian massacres. Aside from questions of technical proceeding or disputed excuses, the British Government found its hand forced and its dignity hustled.

A LITTLE WAR ON THE RAND

THE outbreak in the gold, coal, and iron mine district known as the Rand in South Africa was both sudden and fierce. The despatches, indeed, bristle with warlike activities, but are extremely scant as to the causes of the outbreak.

The insurgents were so strong as to be able at first to invest Johannesburg on three sides; in some places loyal forces were hemmed in for two or three days until airplanes brought them food and ammunition; many hundreds of casualties are reported; one account states that the Government troops took 2,200 prisoners; General Jan Smuts, the famous South African Premier, himself narrowly escaped being shot; the despatches of March 13 from Pretoria, however, declare that the situation is well in hand.

The trouble was partly industrial, partly political, and partly due to out-and-out Bolshevik agitation. The white miners, although they are outnumbered several times over by the natives, formed the insurgent element; General

Smuts declares that the native workers and the farmers were loyal. The mine workers ask for representation in the management of the mines. Another statement from General Smuts asserts that "the present revolutionary movement is the work of extremists who are using the strike at the mines for the dissemination of syndicalist views." The assertion is also made in news despatches that the money back of the outbreak came from foreign sources—just what sources is not stated.

There has always been dislike, sometimes flaming into hostility, between the miners and the farmer Boers in this region. Such an industrial quarrel as has been going on for a month or more in the Rand brings out the old feud. There is also political dissension between the Nationalists, headed by General Herzog, who still want independence and hate British rule, and the Liberal party, headed by General Smuts, who believe that England has acted generously in giving South Africans self-government. Add to this the political element of an active Labor party, and we have the possibilities of trouble at any time.

IRELAND SIMMERING DOWN

THERE is a touch of the humorous in the cable despatches about the three miniature armies which lately flocked to Kilkenny for no very adequate reason or purpose. The commanders of the British, Free State, and Irish Republic forces were brought together at luncheon by the Mayor and (over the coffee, probably) "a friendly spirit sprang up" and amicable plans were agreed upon. If this happy conclusion had failed, should we have had a triangular war to be compared only with the immortal three-cornered duel stage-managed by Midshipman Easy?

There are patent absurdities in the present situation, but better have inconsistencies than bullets. The cure in the South should come with the election of delegates to the Free State Parliament. Once that critical event is over, we may hope for only political warfare, in which majorities and votes will take the place of raids and killings. As it is, we have the Dail Eireann still asserting the existence of a Republic and maintaining an army of its own, and the Irish Free State with a Sinn Fein Provisional Governor backed by a Provisional Cabinet and a small army, but with no Parliament behind it. The signs all indicate that the

transition will be safely made, even though De Valera continue to fulminate and make mischief.

In Ulster the cure will probably be the exercise of plain commercial and industrial common sense. Factional clashes occur and will occur, in Belfast and elsewhere, between hotheads and fanatics on both sides, but the two parts of Ireland need each other, and will learn to live amicably apart if they cannot live as one Dominion.

THE LADY AND THE LORDS

RHONDDA is the name of two valleys in South Wales—the Great and Little Rhondda. In these valleys are located immense coal mines. They were operated by the late David Thomas, who, as Viscount Rhondda, became the efficient Food Commissioner for the British Government in the recent war.

Lord Rhondda's daughter, Viscountess Rhondda, is a peeress in her own right. But she is something a good deal more. She is the foremost business woman in the British Isles. She has actually succeeded her father as the controller of the greater part of the output of the southern Welsh coal fields. She is chairman—why not chairwoman?—of the Cambrian coal combine, and also of the British Fire Assurance Company.

Nor is this all. She is a director in no less than twenty-seven public enterprises. She is a staunch supporter of the equality of women in all walks of life. She has been an active suffrage worker.

It is, however, with Lady Rhondda's peerage that we have to do. She succeeded to her father's title and appealed for a writ of summons to the House of Lords on the ground that the act of 1919 provided against the disqualification through sex or marriage from the exercise of any public function or from being appointed to or holding any civil or judicial office or post.

After a long delay the Committee on Privileges of the House of Lords decided in favor of Lady Rhondda. Should this decision be confirmed by the vote of the House, it may also establish the claim of twenty-four women who are peeresses in their own rights—one duchess, four countesses, two viscountesses, and seventeen baronesses.

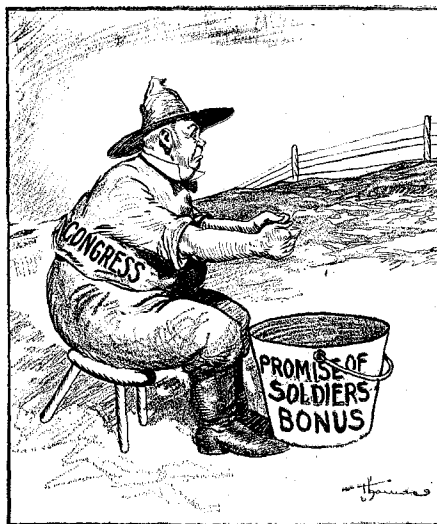
GERMANY'S INTERNATIONAL POLICE BILL

WHEN Germany's attempt to dominate the world was finally thwarted, the Allied nations had to continue the use of force to see that Germany was kept in order. Having captured the bandit, the police had to see to it that he was kept in restraint. Troops were stationed along the Rhine for the pur-

pose of enforcing upon the Germans the terms of their surrender. It was quite right to charge the cost of this to the Germans themselves. It would have been grotesque in the extreme if all military burdens had been taken off from the shoulders of the defeated culprit nation and had been left upon the shoulders of that nation's victims. The United States has presented the bill for its share in that expense. It amounts to two hundred and forty-one million dollars, or a billion gold marks.

Of course if Germany pays this amount to the United States it will leave just so much less out of which, for the time being, payments can be

Thomas in Detroit News



THE ONLY DETAIL LACKING IS THE COW

made to the other nations in the way of reparation, as well as for the cost of military operation.

There have been intimations that the European creditors of Germany might object to this payment on the ground that the United States, by declining to ratify the Versailles Treaty, had renounced all participation in its benefits, and therefore had lost the right to collect its share in what was due the Allied and Associated Governments. It ought to be apparent to any one who is willing to reflect that this is fallacious. America's right to reimbursement does not rest upon any treaty, but upon the fact that America was one of the victors in the war and received with her allies and associates Germany's surrender. Indeed, it was at the solicitation of her partners in the war that America kept her troops on German soil after the armistice. America's rights have been confirmed by her treaty with Germany, ratified last year. There is no disposition on America's part to embarrass her partners by pressing this claim; but it is fair to other countries as well as the United States that this claim should be registered and not ignored.

AMERICA RESPECTFULLY DECLINES

MUCH to the satisfaction of the great majority of Americans, we believe, President Harding, through his Secretary of State, has declined to participate in the proposed economic conference at Genoa.

When the invitation was first sent early in January, the Administration seemed disposed to accept. We were holding a Conference ourselves which other nations had cordially attended, and it seemed somewhat ungracious to think of holding aloof from one which they asked us to attend. At the time, however, there were three obstacles apparent which The Outlook pointed out. One was the disinclination of America to take part in the political affairs of Europe. Another was the disinclination of America to discuss her share in Europe's economic problems until the nations of Europe had made progress in straightening out their own affairs. And the third was the disinclination of America to recognize the Soviet rule in Russia so long as that rule was devoted to disintegration of other governments. It is these obstacles which Secretary Hughes cites as reasons for the decision not to have an American representative at Genoa.

The American decision naturally disappoints those European political leaders who have hoped that America might save them some little trouble involved in the unpleasant task of keeping their governmental expenditures within their income or seeing that their governmental income is increased to meet their expenditures.

On another page we print special correspondence from Mr. Gregg which shows that the problem of Europe, in spite of its difficulty, is fundamentally simple.

THE BATTLE OF THE BONUS

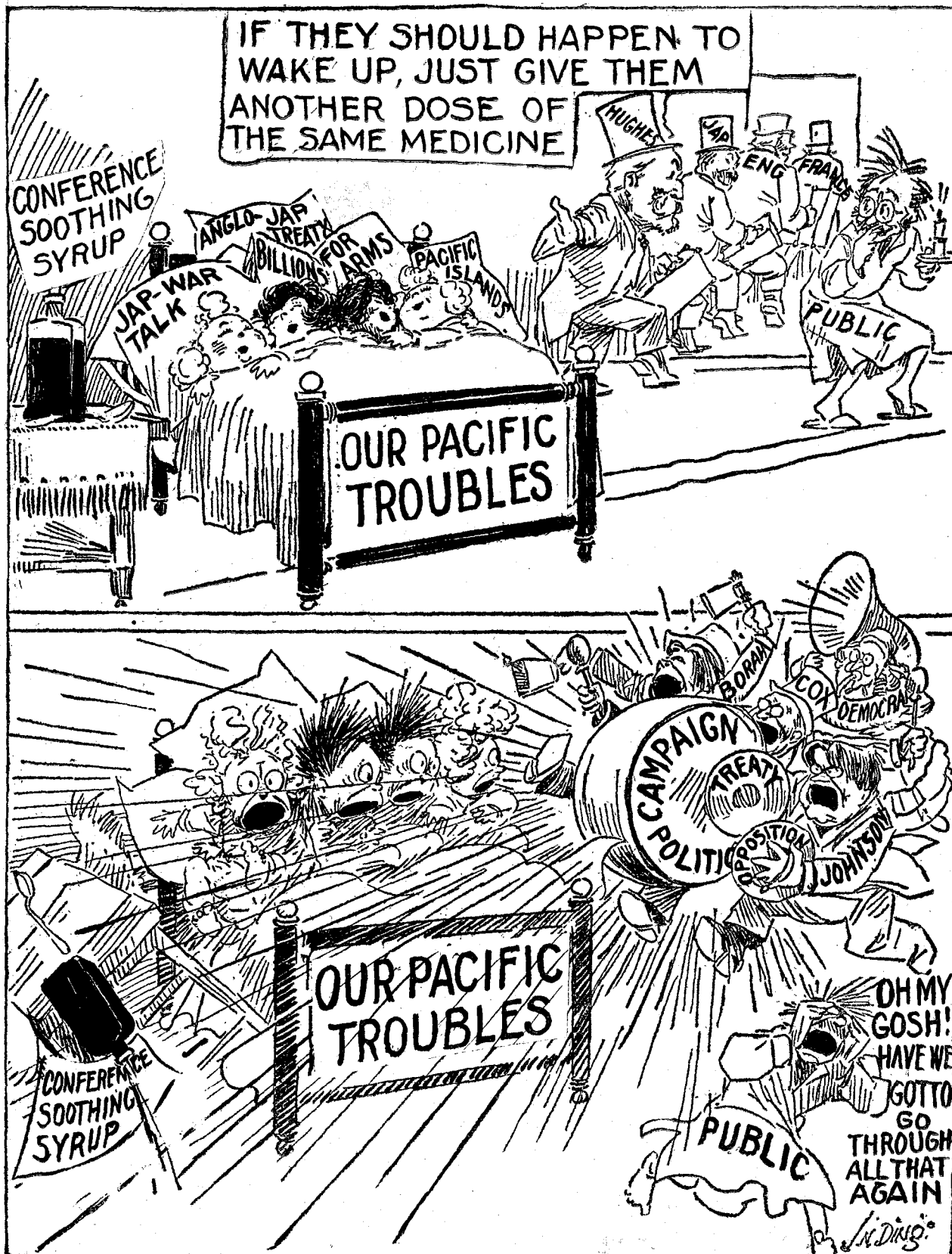
THE House is still deadlocked over the problem of the soldiers' bonus. The battle of the bonus seems to have developed into an effort to pay the veterans with some form of token which will make no immediate drain upon the treasury, but which will at the same time satisfy the ex-soldiers, sailors, and marines who are laying siege to the doors of Congress. The bill now under discussion retains the provisions of the bill proposed by the American Legion, which provide for farm and home aid, land settlement aid, and vocational training. It provides a new alternative to these in the form of what are called adjusted service certificates.

The function of these certificates is summarized in a statement from Secre-

BREAK NOT YOUR SLEEP FOR THAT

(Hamlet, Act IV, Scene 5)

Darling in the New York Tribune



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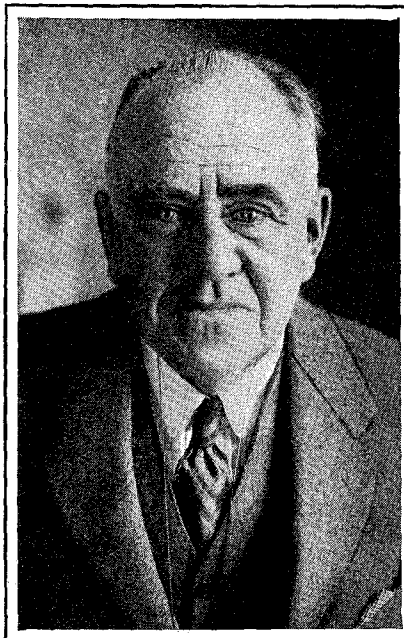
LOOKS AS THOUGH WE MIGHT HAVE TO WALK THE FLOOR AGAIN

tary Mellon. He says that these certificates "amount, in effect, to paid-up endowment insurance policies issued by the Government, to mature at the end of twenty years, or earlier upon the death of the veteran. The maturity value of these policies is calculated on the basis of the so-called adjusted service credit (which corresponds roughly to the adjusted service pay that would have been allowed under the cash bonus plan), plus an increase of 25 per cent, with interest in combined figures at the rate of $4\frac{1}{2}$ per cent per annum, compounded annually for twenty years. The adjusted service certificates would be non-negotiable, and there is no provision for direct policy loans by the Government until after September 30, 1925, but in the meantime National and State banks and trust companies are authorized to make loans to holders of certificates up to fifty per cent of the adjusted service credit, plus interest thereon at the stated rate to the date of the loan.

If veterans fail to repay such loans within six months after maturity or before September 30, 1925, the bill provides that the Government must redeem them in cash. After September 30, 1925, the bill provides for direct loans on these certificates from the Government; but, as the Secretary points out, "the bill makes no provision whatever for sinking fund, amortization, or other reserves against either the liability that would be thrown upon the Government in 1925 or against the liability on the certificates at the end of twenty years, nor does it make any provision for the payments which would accrue in ordinary course from year to year on account of the death of veterans."

It is almost impossible, the Secretary says, to estimate the cost to the Government of this plan, but the Government actuaries have figured tentatively that the total direct cost to the Government "in the fiscal year 1923 would be \$289,954,000; in the fiscal year 1924, \$216,440,000; in the fiscal year 1925, \$128,013,000; and in the fiscal year 1926, for the most part by October 15, 1925, when the adjusted service certificates used as security for bank loans would have to be redeemed, \$615,822,000. This would mean total payments within about three and a half years of over \$1,200,000,000."

Secretary Mellon believes that this plan would create a mass of non-liquid, non-negotiable paper which would result in frozen bank loans and a renewed inflation of the currency. He believes that, since the loans would be floated at the banks on the credit of the United States, the plan involves a dangerous abuse of the Government's credit. If the bonus is to be financed by borrow-



Paul Thompson

E. PHILLIPS OPPENHEIM

ing, it would, in his opinion, be far better for the Government to borrow directly on its own securities.

It seems to us that the reasons urged by Secretary Mellon against the principles of the proposed certificate plan are sound and convincing. We do not believe that Congress will earn the friendship of the ex-service man by any such attempt to provide for his present needs by future promises. The political juggling of the Bonus Bill will do more to convince the ex-service man that he has been unjustly treated than would any courageous, out-and-out refusal to grant a bonus. Most ex-service men have eyes, and even those who lost their sight from shell wounds and poison gas can see the insincerity and trickery to which they have been subjected by the Congress of the United States.

THE NEW HEAD OF BRYN MAWR

UNDER the presidency of Miss M. Carey Thomas, Bryn Mawr College has built and maintained a high standard and reputation for scholarship and culture. It has even been said that if a referendum as to the relative excellence of American women's colleges were taken among all graduates, in a majority of cases each graduate would vote for her own *Alma Mater* first and for Bryn Mawr second. However this may be, none would or could question the great value of Dr. Thomas's service, which has extended thirty-seven years—the full lifetime of Bryn Mawr.

The retirement of Dr. Thomas is followed by the appointment as her successor of Miss Marion Edwards Park, a graduate of Bryn Mawr, who has had a distinguished academic and educational career. The highest award to a gradu-

ate offered by Bryn Mawr is its European fellowship; Dr. Park received this, and after a year of graduate study enjoyed a year of research at the American School of Classical Studies at Athens. After her return to this country Miss Park held important chairs of teaching in several schools and colleges for women in this country and also took advanced degrees from Bryn Mawr and Johns Hopkins. She has been Acting Dean at Simmons College, and for the past year Dean of Radcliffe College. Thus she has had the advantages of executive experience, as well as of classical and academic training. As her middle name indicates, she comes of a family famous in New England history for its theological and educational leaders.

Every indication is that in the future, as in the past, Bryn Mawr will uphold the standards of education for women in scholarship without minimizing the value of social and personal accomplishments.

A WEAVER OF PLOTS

MR. E. PHILLIPS OPPENHEIM has been visiting America, and his talks at various clubs and receptions have been read with decided interest by his large following of readers. Mr. Oppenheim is a writer of astonishing fertility. Looking over our own indexes, we find that exactly thirty of his stories have been spoken of in our review columns. This seems a pretty large output, but an interviewer says that the full list includes sixty-nine novels. Mr. Oppenheim himself says in effect that he writes because he has to write. He produces the somewhat original theory that "story-writing is an original instinct," just as a sporting dog sniffs about in every bush for a rabbit, "one writes stories because if one left them in the brain one would be subject to a sort of mental indigestion." Asked why this instinct led him to write so many stories, he could only reply, "The material is always there, and the desire to use it always exists."

Apparently Mr. Oppenheim dictates his novels, for he has been quoted as saying that he has his stenographer keep lists of synonyms, so that when he uses a particular word too frequently she may pick out a substitute. It ought fairly to be said that, however fast Mr. Oppenheim works, his English style is unusually good for a manufacturer of thrills and mysteries. Somewhere he has said that there were only about a score of plot themes. This is a common saying, but it is true also that, while there are ten digits, they may be placed in almost innumerable combinations. Mr. Oppenheim, even more than Conan Doyle, shows dexterity and ingenuity in the invention of combina-

tions. The World War was in some ways a blow to imaginative literature, but at least it supplied ample suggestions for new combinations of old plot ideas, and no one took greater advantage of this than Mr. Oppenheim.

Mr. Oppenheim has been writing stories, long and short, since he was fifteen years old, and now at fifty-five is hard at work on a new one. This will have a special interest, because he is expected to enlarge and explain in it the statement he has made in interviews here that there would be another world war within twenty years. The Teutonic menace, therefore, is to emerge from the maze of diplomatic conferences into the realms of fiction with a purpose. From long experience we will venture to predict that this story with a purpose will also be a story with a thrill.

AN ANCIENT INSTRUMENT FOR AN ANCIENT PROBLEM

MUCH good white paper has been covered recently with accounts of the antics of an alleged *Poltergeist* in Antigonish, Nova Scotia. It seems that a farmer, his wife, and his daughter were driven from their home by the curious manifestations of this antic spirit. Strange fires appeared in most unexpected places in the farmhouse where they dwelt. They felt slaps from invisible beings—in short, all the manifestations traditionally attributed to *Poltergeister* were reported as having occurred. So circumstantial were the reports of these strange happenings that a member of the Society for Psychical Research promptly set forth to investigate. Attended by reporters with moving-picture cameras and other accessories with which ghosts may or may not be sympathetic, he took up his abode in the farmhouse whence all but him had fled. For a week he stayed there, and then packed up his apparatus and headed back for New York. The bashful *Poltergeist* had apparently given up his desire for poltergeisting.

We know nothing of the circumstances of the case save as they have been reported in the daily press. If we were to set out on such a search, however, and if we believed in the old adage which relates to the moral deterioration of children and the injunction not to leave rods in innocuous desuetude, we would most certainly take with us on such an expedition a small section of a birch tree, say some three feet long and perhaps half an inch at the butt, and thence tapering sinuously and flexibly to more or less of a point. History has afforded considerable evidence that such an instrument is the best ghost-detecting device which has yet been discovered.

THE DEBATE ON THE TREATY

IF some one could be appointed editor of the "Congressional Record," with power to exercise the editor's prerogative of cutting out the trivial, the irrelevant, the repetitious, and the inadvertent, and the results could be published as a "Congressional Digest" for public distribution through the post offices at a nominal price, the people of the country would have at once a truer measure of Congress than they now have, and would not only learn to value those members of the Senate and the House who are devoting great ability to the public service, but would also have a better basis than they now possess for holding both Representatives and Senators to account for their stewardship.

As it is, the debate in the Senate over the Four-Power Treaty has failed to educate the public as it might have done. Much of the serious and really thoughtful argument on both sides has been buried in a mass of trivialities and irrelevancies, and can only be laboriously dug out from the "Congressional Record." In that debate there has been perhaps rather more than the usual proportion of ignorance, misrepresentation, vindictiveness, personalities, wearisome reiteration, and political sophistry. When, for instance, a Senator undertakes to discuss the Four-Power Treaty without knowing that it explicitly terminates the Anglo-Japanese Alliance, when Senators make statements concerning the phraseology of documents before them which can be directly controverted by reference to the documents themselves, when Senators base their arguments on newspaper gossip, when Senators openly use the occasion of a public debate upon foreign affairs to vent their dislike of colleagues or to appeal to party feeling, they are doing what is most likely to discredit open diplomacy. After wading through page after page of inanities like those which disfigure this debate, one is justified in doubting whether the United States Senate is ready for the responsibilities incurred in departing from the old practice of discussing foreign affairs behind closed doors.

Aside from these serious blemishes, the debate in the Senate has been instructive. It has disclosed the existence of three distinct groups of Senators, distinguished by their attitude toward international relations.

One group obviously believes that the only basis for international peace is force or the threat of force administered by a tribunal with the attributes of a super-nation. Logically, those who take this view regard peace as an idle dream

unless it is enforced by a world organization. For want of a better term, we may say that they advocate a doctrine of International Imperialism.

A second group is at the other extreme. They believe that the only basis for peace is force or the threat of force administered by the individual nations. To them the thought of a super-nation is abhorrent—so abhorrent that they look with dread upon any grouping of nations for even the purposes of peace through understanding. The fact that some who belong to this group seem to be ready to disarm without understandings with other nations does not seem to affect their conclusion that each nation should stand aloof from every other nation. They appear to believe that isolation combined with feebleness will prevent conflict. These, for want of a better term, we may say, advocate a doctrine of International Anarchism.

Between these two groups is the third. They believe that there is another method of securing peace besides either the use of force or feeble isolation. They believe that nations are not all alike; that some are capable of understanding only the argument that is reinforced by weapons, while others are open to reason. They believe that suspicion breeds suspicion, and confidence breeds confidence. They regard it as folly to rely either on force or on isolation and at the same time to disarm. They consider it essential that if nations are to reduce their armaments they must substitute for them confidence and understanding. They consider it important that those nations which trust one another should associate themselves with one another. They believe that civilization has progressed far enough for certain peoples to practice among themselves what enlightened individuals practice in their mutual relations. They believe that there is such a thing as moral force. These, who constitute the third and by far the largest group, we may say, advocate a doctrine of International Association.

It is this third group which is supporting the Four-Power Treaty. They hold that the time has come for peace in the Pacific to be maintained, not by a military alliance, with its threat of force, such as the alliance between Great Britain and Japan, but by a mutual understanding between the four Powers whose interests are paramount in the Pacific and who for the purpose of maintaining their understanding agree that in case of a danger of misunderstanding they will come together and talk the matter over.

To the advocates of International Imperialism this proposal seems foolish, because there is no implication of the

exercise of superior authority. This is the attitude of Senator Glass.

To the advocates of International Anarchism this proposal seems perilous, because the very grouping of nations suggests the possibility of the use of force and of the creation of other groups to meet force with force. This is the attitude of Senator Borah.

It is interesting to note that in this, as in so many other instances, the extremists on both sides are co-operating to defeat those who believe in a course between the two extremes.

The decision of the Senate on the Four-Power Treaty may conceivably be virtually recorded by the time this issue of The Outlook reaches its readers. One more than a third of the Senators present and voting can defeat the Four-Power Treaty. If that treaty is defeated, the whole result of the Armament Conference will be jeopardized. Secretary Hughes made that clear in a letter which he wrote in response to an inquiry from the Senate as to the authorship of the treaty. Stating that he himself, as Chairman of the American delegation, after consultation with the other Powers, made the draft of the treaty which was presented to the Conference, he reiterated a statement of the President by saying that the Treaty was "an essential part of the plan to create conditions in the Far East at once favorable to the maintenance of the policies we have long advocated and to an enduring peace." And he added, "In view of this, and in view of the relation of the Treaty to the results of the Conference, its failure would be nothing short of a National calamity."

The reason for this is not obscure.

Three groups of treaties issued from the Conference. One group, consisting of the Four-Power Treaty and its supplements, provides for the termination of the Anglo-Japanese Alliance and for conferences between the four nations—America, Britain, France, and Japan—when occasion requires. The second group abolishes spheres of influence in China and other causes of conflict there and provides for measures to secure the independence and integrity of China itself. The third group, by scrapping battleships and limiting the use of certain weapons of warfare, such as the submarine and poison gas, reduces the power of each of the five signatory nations—America, Britain, France, Italy, and Japan—not only to attack but also to defend their own policies. If the Senate, by its vote, expresses such distrust of its neighbors that it is unwilling even to provide for the means of conferring with them, the question will at once arise whether the United States has any business, in view of that distrust, to put any limit upon its own armament.

If we are not going to associate with other nations, reason seems to dictate that we shall have to depend upon aloofness or force, or both aloofness and force.

IN THE WORKSHOP OF GOD

SOME RELIGIOUS ASPECTS OF EVOLUTION

A NUMBER of correspondents have written me respecting evolution—some in commendation, some in criticism, some with inquiries. I must ask them to accept this article in reply, though it will not answer all their criticism nor all their inquiries.

The issue raised by the hypothesis of evolution has been well expressed in a single sentence: "Creation is a process, not a product." The evolutionist believes that he is living in the days of creation. The rocks tell him something concerning this process of creation in the past; life tells him what it is in the present. He does not have to go back six thousand years to find God at work in his world. He is at work now, and in the same spirit and upon the same principles. I do not recall any simpler and clearer statement of the omnipresence of the Great Spirit than that of Herbert Spencer: "Amidst all the mysteries by which we are surrounded nothing is more certain than that we are ever in the presence of an Infinite and Eternal Energy from which all things proceed." The faith of my childhood in a Great First Cause which made and wound up the universe a long while ago and set it going and interferes with it occasionally as a clockmaker might with his clock has disappeared; in its place is faith in an Ever-Present Cause, the source of all energy, the fountain of all life.

To see in creation an intelligence, a purpose, a plan, the evolutionist has not to go back and examine what God has made. He is admitted into God's workshop and sees God at work. He formerly thought that creation was a finished house, and he examined it for signs of the Builder's work. Now he sees the Builder at work upon the house. The building is a perpetual process, and was not more evident in what we used to call the dawn of creation than it is to-day. This vision of creation as a continuing process is well illustrated by the following well-known passage in the writings of Huxley:

Examine the recently laid egg of some common animal, such as a salamander or a newt. It is a minute spheroid in which the best microscope will reveal nothing but a structureless sac, inclosing a glairy fluid, holding granules in suspension. But strange

possibilities lie dormant in that semi-fluid globule. Let a moderate supply of warmth reach its watery cradle, and the plastic matter undergoes changes so rapid, and yet so steady and purpose-like in their succession that one can only compare them to those operated by a skilled modeler upon a formless lump of clay. As with an invisible trowel, the mass is divided and subdivided into smaller and smaller portions, until it is reduced to an aggregation of granules not too large to build withal the finest fabrics of the nascent organism. And then it is as if a delicate finger traced out the line to be occupied by the spinal column, and molded the contour of the body; pinching up the head at one end, the tail at the other, and fashioning flank and limb into due salamandrine proportions in so artistic a way that, after watching the process hour by hour, one is almost involuntarily possessed by the notion that some more subtle aid to vision than an achromatic would show the hidden artist, with his plan before him, striving with skillful manipulation to perfect his work.

This is an instance of continuous creation going on as it is revealed by the microscope, but unobserved by most of us; the telescope reveals it as going on in distant stars. Evolution does not banish God from the universe. On the contrary, it enables us to see him at work by our side, whereas before we only thought we detected indications that he had been at work in ages long remote.

The evolutionist not only sees intelligence at work in the material universe and in the rocks traces the processes of God's work in past ages, so that Hugh Miller saw in the "Testimony of the Rocks" the "footprints of the Creator," but he sees the universe pervaded by a spirit of service and sacrifice which was unrecognized by the older philosophy. Love, service, and sacrifice are written in the processes of a continuous creation, and he who has discovered that creation is a process, not a product, discovers in that process a spiritual meaning he never saw before. A great deal has been said concerning the phrase, "Struggle for existence, survival of the fittest." It has been treated as though it were a scientific equivalent for "Might makes right." The apologists of Germany have endeavored to find in Darwin's law a meaning it never bore and an interpretation of nature and life which he never gave to them. He recognized that struggle for others existed, but it was left for Henry Drummond to bring out the part it plays in world development. I quote here a few sentences from his "Ascent of Man:"

The Creation is a drama, and no drama was ever put upon the stage with only one actor. The Struggle for Life is the "Villain" of the piece no more; and, like the "Villain" in the play, its chief function is to react

upon the other players for higher ends. There is, in point of fact, a second factor which we might venture to call the Struggle for the Life of Others which plays an equally prominent part.

With a wealth of scientific detail, which there is no room here even to indicate, Drummond points out how the process of creation going on all about us all the time would be impossible were it not for the law of self-sacrifice prophesied even in the fruits and flowers, illustrated by the life of the cattle in the fields and the birds in the trees, and sums up his conclusion in the following scientifically accurate and aesthetically beautiful paragraph:

To interpret the course of Evolution without this [law of sacrifice] would be to leave the richest side even of material nature without an explanation. Retrace the ground even thus hastily traveled over, and see how full creation is of meaning, of anticipation, of good for man, how far back begins the undertone of love. Remember that nearly all the beauty of the world is Love-Beauty—the corolla of the flower and the plume of the grass, the lamp of the firefly, the plumage of the bird, the horn of the stag, the face of a woman; that nearly all the music of the natural world is Love-music—the song of the nightingale, the call of the mammal, the chorus of the insect, the serenade of the lover; that nearly all the foods of the world are Love-foods—the date and the raisin, the banana and the breadfruit, the locust and the honey, the eggs, the grains, the seeds, the cereals, and the legumes; that all the drinks of the world are Love-drinks—the juice of the sprouting grain and the withered hop, the milk from the udder of the cow, the wine from the Love-cup of the vine. Remember that the Family, the crown of all higher life, is the creation of Love; that Co-operation, which means power, which means wealth, which means leisure, which therefore means art and culture, recreation and creation, is the gift of Love. Remember not only these things, but the diffusions of feeling which accompany them, the elevations, the ideals, the happiness, the goodness, and the faith in more goodness, and ask if it is not a world of Love in which we live.

Mr. Bryan has intimated that he might be willing to admit that material nature is in a process of evolution, but could never admit that this is true of man. In fact, this continuous process of creation is nowhere seen more clearly than in the creation of man. That the race of man was developed out of a lower animal race is not a guess, it is a deduction from carefully observed phenomena written in historic and pre-historic records. But that every individual man has been physically developed out of previous animal forms is neither guess, hypothesis, nor deduction. It is a fact taking place every day and ob-

servable and observed by students of life. It is absolutely certain that every reader of this article physically passed through some animal forms in the mother's womb before birth. The creation of the body was in every one of us a process of evolution. George John Romanes in "Darwin and After Darwin" makes this perfectly clear:

Like that of all other organisms, unicellular or multicellular, his [man's] development starts from the nucleus of a single cell. . . . When his animality becomes established, he exhibits the fundamental anatomical qualities which characterize such lowly animals as polypus and jelly-fish, and even when he is marked off as the vertebrate it cannot be said whether he is to be a fish, a reptile, a bird, or a beast. Later on it becomes evident that he is to be a mammal; but not till later still can it be said to which order of mammals he belongs.

Romanes enforces this statement by printing illustrations of the various forms which it is known man passes through before birth. Printed side by side, they show embryos of a fish, a salamander, a tortoise, a bird, a hog, a calf, a rabbit, and a man in three successive stages of development, and in them, as Romanes truly says, "there is very little difference between the eight animals at the earliest of the three stages represented, all having fishlike tails, gill-slits, and so on."

When the babe is laid in his mother's arms, his body, in being developed from a seed, has already passed through the physical forms of inferior animals. Mysteriously endowed with a spiritual nature, the development of that spiritual nature is now about to begin. As a babe he is neither the cherub his mother fondly calls him, nor a child of the devil, which some schools of theology, I believe, still call him. He is simply a seed bed with almost infinite possibilities of both good and evil. He may become a Benedict Arnold or a George Washington. Which he will become will depend partly on his inheritance, partly on the process of spiritual development, in the guidance of which the father and mother are to have so large a share. Physically he is the product of a development in which he has passed through prior animal forms; spiritually he will become the product of a battle between good and evil, a struggle which constitutes the last stage in the evolution of man as far as it is carried on in this earthly stage of existence.

It is true that no evolutionist can consistently believe in the theological doctrine of our childhood primer:

In Adam's fall
We sinned all.

But then for that doctrine there is no

foundation in the Bible. The story of Adam's sin and expulsion from Eden is told, but it is not accompanied by any philosophical deduction that the sin of his descendants is a result of Adam's sin. That may be a legitimate deduction, but the Bible does not make it. Never again, directly or indirectly, is the fall of man mentioned in the Old Testament, by poet, priest, or prophet. It is never mentioned by Christ. It is never mentioned by any of the Apostles except Paul, and by him only incidentally and, as it were, parenthetically. The one passage in which he explains dramatically the origin and nature of sin is the Seventh Chapter of Romans, and there it is portrayed as a result of the conflict between the flesh and the spirit—that is, between the appetites and passions derived from man's animal nature and the divine spirit imparted to him by God, making him spiritually the offspring of God. The Seventh Chapter of Romans is the only chapter in the Bible which makes any attempt to offer a philosophical explanation of the origin and nature of sin—and it is essentially an evolutionary explanation.

This editorial already exceeds the limits which I always mean to set myself, and here I must leave the subject, only adding that the conclusions here summarized I reached more than a quarter of a century ago. I then embodied them in a volume entitled "The Theology of an Evolutionist," and to that volume I must refer correspondents who desire some further and fuller answers to their questions.

LYMAN ABBOTT.

SHIP SUBSIDIES

IN his Message to Congress, which we reported last week, advocating ship subsidies, President Harding says that "the terms 'subsidy' and 'subvention' have been made more or less hateful to the American public."

This repulsion is due to the fact that in the past subsidies and subventions have been so administered as to be of unfair advantage, if not of corrupt advantage, to the few at the expense of the many. The President's frank recognition of this fact at the outset of his Message goes far to disarm the antagonism of those who are suspicious of all legislation which attempts to foster the interests of a particular group. Indeed, one of the most effective parts of the President's proposal for ship subsidies is that in which he advocates that the Government shall have complete supervision of the books and financial operations of the shipping lines receiving a subsidy and shall cease paying the subsidy when the profits of the enterprise

exceed ten per cent, and, further, shall require the subsidized shipping lines making over ten per cent to pay back annually into the treasury fifty per cent of such excess profits until all the moneys received in the form of a subsidy shall have been returned. This seems to us to touch the very crux of the matter.

The Outlook has always been afraid of Government subsidies to private enterprises. They do not always lead to corruption, but they always involve that danger. There are members of The Outlook's staff who lived through the second Administration of President Grant. The corruption of that epoch was largely due to the railway subsidies which gave rise to the *Crédit Mobilier* scandal and tainted the reputation of men as eminent in public life as Schuyler Colfax and James G. Blaine. On the other hand, the transcontinental railways could not have been built at that time without subsidies, and it cannot be doubted that the benefits to the American people from the Pacific railways more than compensated for all they cost in subsidies. It can hardly be doubted that under a policy of ship subsidy the ship-owners

would use their influence to get as much from the Government as they could. This would not necessarily lead to corruption, but it would involve a danger which ought to be foreseen and, if possible, guarded against.

But the World War has so changed industrial and economic conditions that we do not see how it is possible to revive American commerce on the sea without some form of Government aid. Unaided private enterprise in America cannot compete with governmentally aided enterprise in England and Japan. And the President is right in pointing out that if we have no American shipping our foreign trade is dependent on the pleasure of our neighbors.

If America is to render to the world the service which her size, her wealth, and her ability combine to demand of her, she must furnish her goods to the world. There are only two ways in which she can do this. We can open our ports to the world and allow all races to come here and share our opportunities with us, in which case our home market would continue to grow in the future as in the past and we might thus perhaps ignore international trade. Or

we must establish an international commerce under our own control and be able to carry our goods into every port of the world. We cannot have both restricted immigration and restricted international commerce without being false to our trust as a member of the brotherhood of nations and without impoverishing our National life as a consequence.

There is danger in both policies. But under present conditions prevailing in the world it seems to us that a restricted immigration and an enlarged international commerce is safer and better than a restricted international commerce and an unrestricted immigration. We think the President is right in his statement that we cannot have an unrestricted commerce with the world if we allow other nations to carry it on for us under their own control.

But in supporting any bill providing ship subsidies emphasis ought to be laid, as it is laid by the President in his Message and by Major Putnam in his article on another page, upon such provisions as, to use the President's own language, "will make impossible the enrichment of any special interest at public expense."

THE CRUCIFIERS

BY LYMAN ABBOTT

IV—THE COWARDLY POLITICIAN

THE kingdom of Herod, dependent on the power of the Roman Government, had fallen to pieces with the death of Herod, and the southern province had passed under the rule of Pilate, a Roman appointed by the Roman Emperor. The Temple at Jerusalem was built upon a broad platform of rock overlooking the deep ravine upon the east, and was separated by another deep ravine from the palace, once of Solomon, now of Herod, upon the west. Adjoining this Temple there had been built by Pilate what was at once a Roman garrison and a Roman Governor's palace. Its broad halls were almost as wide as the Jewish streets, and its abundant rooms furnished a resting-place for five hundred soldiers, besides the rooms for the Roman Governor.

At about six o'clock in the morning of April 7, A.D. 34, Pilate, resting in his palace in this Tower of Antonia, was aroused by turbulent sounds in the street below. He was used to the turbulence of the Jewish people. Twice he had entered into conflict with the priesthood, stirring up the people, and had been compelled, by fear of violence, to withdraw humiliated and defeated from the controversy. He hastened down, stepped out onto the broad space that led directly into the Temple courts, and

there saw a great multitude, growing into a mob. Before him stood a few of the priesthood, whom he hated, and in their midst a single figure, pale, wearied with the night's watching, with some of the signs of the ignominy and shame that had already been heaped upon him, his hands bound behind his back. But something in the soul that looked through his eyes made itself felt even in the heart of the unemotional Roman. He asked the priesthood what they wanted. "We ask," they said, "ratification of our sentence. We have found this fellow guilty, have condemned him to death, and we ask authority to execute the death sentence. If he were not guilty, we would not have condemned him." "I'm not so sure of that," said Pilate. "What has he done?"

The priests had prepared themselves for this possible exigency, and proceeded with their new accusation. "We have found this fellow," they said, "perverting the people. He has claimed to be a king and has set himself up against Cæsar."

Pilate rightly assumed jurisdiction of the case, summoned Jesus within the fortress for a quieter examination, and asked him for an explanation of these charges. Jesus would not defend himself before a dishonest tribunal. But the Roman Governor, ignorant alike of the

character and mission of Jesus, was really perplexed. It was his duty to prevent and punish sedition. And Jesus readily vouchsafed him the explanation he requested in a few brief but significant words, whose meaning a paraphrase may help to make clear.

He was a king, but he was no preacher of sedition. Who had brought this accusation against him? The Jews. When was it ever known that the Jewish priesthood complained to their Gentile Government of one who sought the political emancipation of the nation? None knew better than Pilate how restive were the people under the Roman yoke. The voices of the mob before the judgment seat crying out for Jesus' blood were unwitting witnesses of his innocence. He was a king, but his kingdom was not of this world. If it had been, then surely from among the hundreds who only four days before had accompanied him to Jerusalem, hailing him as their monarch, some would have been found ready to defend his person with their lives. Not to found a new dynasty nor to frame a new political organization had Christ come into the world, but to bear witness to the truth.

Pilate, half pityingly, half contemptuously, replied with his famous question, "What is truth?" To this Roman realist, knowing only kingdoms that are built by

the sword and cemented by blood, this conception of an invisible kingdom of truth seemed but the baseless vision of a religious enthusiast. But, though he lacked moral, he did not lack political, penetration. It was clear that this Galilean rabbi was no rival to the Cæsars. The suspicions which he had from the first entertained of the motives of his old-time enemies were confirmed, and from this brief interview he returned to the accusers of Jesus to announce his judgment of acquittal. Then commenced the battle which waged for certainly an hour or more.

Consider the three figures in this battle. First, the priesthood: resolute, earnest, determined, clamorous, inciting the gathering mob, in order that they might wrest from the unwilling judge the condemnation which they could not expect from his conscience or his reason. Second, the prisoner; no pen can venture to picture him—calm, unmoved, silent, interposing to the false accusations nothing but a solemn and witnessing silence. Third, Pilate: a Roman; who believed neither in God nor in immortality; whose moral sense had in it no religious inspiration; whose only support in an hour of trial was that sense of honor so much vaunted and so feeble; who would have resented with wrathful indignation the charge of cowardice, and yet who proved himself a coward in an hour that tried his courage. He endeavors by various devices to appeal to the sympathies of a mob that have no sympathies. One thing he does not do. He does not say to that gathering mob: "Though the heavens fall, justice shall be done. Though he that

stands before me is but a weak enthusiast, without friends, though his execution can do no harm and his deliverance may do much injury, still I will do justice, come what may." And when, at last, the priests cry out in feigned indignation, "If thou let this man go thou art not Cæsar's friend," and he foresees his own office taken from him by the most jealous of the Cæsars, he yields to the mob and Christ is led away to be crucified.

"To do a great right do a little wrong." If there ever were a case in which this principle might be invoked to justify an act of injustice, Pilate might have invoked it. In order to save the life of one whom he regarded as a harmless enthusiast he would have had to hazard the lives of a score or more of Roman soldiers, imperil the peace and order of the entire community, and perhaps sacrifice his own office. Was it worth so great a cost to do justice to a single man? Safety for himself, for the soldiers under his command, for the community which he was appointed to protect, all seemed to call for Pilate's judgment: "I do not condemn him; but take him and execute your own sentence upon him."

Are there no Pilates in America? no men who have no other standards of right and wrong than the consequences which they can foresee from a proposed course of action? no men who have been turned from the straight path by public clamor? no danger that we shall bow to the will of the crowd despite the protests of our conscience? no tendency to write across the sky, as though it were

a divine law, *Vox Populi; Vox Dei?* Whoever in political life consents to be a partner in putting into effect the passions and prejudices of the crowd, or by public act justifies their action which in his own conscience he condemns, or puts his own safety or the safety of others or the preservation of peace above doing justly, repeats the sin of Pilate. Nor is it only in political life that Pilate is seen. The broader lesson of this partner in the crime of the crucifixion my father has stated with characteristic plainness of speech:

"Very few men ever think of comparing themselves with Pontius Pilate, or with the soldiers who executed his orders, when perhaps there are not anywhere in the Bible delineations of character which might be more universally appropriated than these. Neither of them had any special hatred for the Saviour. Pilate would have done his duty if he could have done it by any common sacrifice; but, like multitudes, probably, who will read this examination of his character, he was not willing to make the sacrifice that was necessary in taking the right side. The reader fluctuates, perhaps, just as he did, between conscience and temptation, yielding more and more to sin, and finding the struggle more hopeless the longer it is continued. A religious book, an afflictive or a warning providence, or an hour of solitude, quickens conscience and renews combat; but the world comes in with its clamors, and, after a feeble resistance, he gives way again—Pilate exactly, in everything but the mere form in which the question of duty comes before him."

ORDER AT STAKE IN INDIA

SPECIAL CORRESPONDENCE BY P. W. WILSON

NOT since the Mutiny has India been confronted by a crisis so serious and uncertain as "the show down" which is challenged to-day. In the ordinary course of nature, coalitions, even when led by Lloyd George, come to an end, but few were so pessimistic as to anticipate that dissensions in Downing Street would extend from Ireland and the reform of the House of Lords to the illimitable battle-ground of an aroused Asia. There could not have been a worse moment or a more perilous topic for Ministerial differences in London, and if politics be now played, it will be playing with fire.

First, we have the dismissal of E. S. Montagu, Secretary of State for India in London. One factor in his situation is that, like his cousin, Sir Herbert Samuel, in Palestine, and the Viceroy of India himself, he is a Jew, and it has never pleased the Tory Die Hards of the "Morning Post" that Imperial responsibilities so vast should be so intrusted. After all, Disraeli won his place, not as

a Jew, not even as a convert to Christianity, but as a Jingo who made Queen Victoria an Empress in Asia. Montagu, on the other hand, is a Liberal, trained as Asquith's private secretary, and at the first blunder he fell at a blow. His departure weakens Liberalism in the Cabinet. But it is doubtful whether he has helped himself or hurt the Prime Minister by his embittered *apologia*. It may be true that, under Lloyd George, many graver improprieties have occurred than the publication of Lord Reading's opinion of Turkey without the consent of the Cabinet. But, on the other hand, if Lloyd George unmade Montagu, it was Lloyd George who first made him a figure in history. And, in any event, the issues involved far transcend the wounded feelings of a politician somewhat roughly displaced. The very emergency will tend to rally the nation to the man at the helm. If there is really to be rebellion in India, Britain will be one unit.

On the claims of Islam, so vigorously

pressed by Lord Reading, there are two views even among Montagu's Liberal comrades. Disciples of Gladstone, who wanted Turkey to be driven bag and baggage out of Europe and delivered his last oration on Armenia, will find it difficult to believe, especially after Bryce's report on the Near Eastern massacres, that Lord Curzon, of all men, who as Viceroy in Calcutta so carefully cultivated the Moslems even at the expense of the Hindus, is now, as Foreign Secretary, indifferent to Moslem sentiment, merely because he does not outbid France in her bargain with Kemal. Imagine what might be Lloyd George's rejoinder. Do not the Mohammedans in India, so he might ask, enjoy full liberty of worship, and even of marriage—a liberty more complete in domestic matters than the laws obeyed in the United States by the Mormons? When the Sultan of Turkey ruled over Christians, why did he not grant the same religious equality? With the Moplas in Malabar making Moslems by massacre and muti-

lation, are the Greeks in Thrace, are the Armenians, are the pilgrims who throng the birthplace of Christ at Bethlehem, are the Arabians, to be handed back once more to Ottoman misrule? This is not Indian Nationalism; it is Pan-Islam. In Tripoli and Morocco there are the echoes even to-day of conquest by the sword. And Europe cannot surrender her statesmanship to the Prophet.

If Montagu had based his challenge on the arrest of Gandhi, he might have found himself on stronger ground among liberals. For the law to touch one who has been compared with the Christ is an ominous act that requires justification. Has not Gandhi opposed caste? Has he not restrained the violent? Has he not done penance for disorders? Is he not poor and of a blameless life? Will he not fast in prison, like Terence MacSwiney, and die a martyr? The answer of the British Government would be that Gandhi's influence has been welcomed as long as he preached social reform and

a common citizenship in India. But when he is compared with the Christ, it must be remembered that even under the Roman Empire the Christ never insisted upon non-co-operation, but, on the contrary, set himself to feed the people and to heal them, which are the very tasks undertaken by Westerners in India when they deal with plague and famine and disease. In declaring that the established Government is wholly an evil thing, even as carried on by Indians themselves, Gandhi cannot escape responsibility for the effects of his own language. He denounces; others strike. And his name has been openly used as a plea for attacks on Europeans, women as well as men, and even on missionaries. No native prince would permit Gandhi to reside within his territory. Such men as he quickly disappear.

The arrest of Zaigull in Egypt came as a relief to the community. It is by no means certain that the reaction on Gandhi will be otherwise. India has now her Parliamentary system. Her

ablest citizens are seeking patiently to solve her problems. Yet their efforts are stultified by a constant succession of strikes, boycotts, and attacks on life and property. The official demand of the extremists in the United States is that this country shall supply arms for a revolution in India and call upon the British navy to allow their importation. Even Gandhi admits that his movement means "seas of blood." The opinion of Sir Pertab Singh, himself a Moslem, is that if Britain withdraws from India there will not be a virgin or a gold piece between Calcutta and Peshawur. Disarm the Government and arm the crowds, and this must happen. Sir Henry Rawlinson, the Commander-in-Chief, has therefore insisted on the importance of the army. But the use of force is not enough, and it is to be hoped that Lord Derby, or whoever succeeds Mr. Montagu, will resolutely persist also in the development of representative institutions and in broadening the work of education.

FINISHING BEFORE IT BEGINS

SPECIAL CORRESPONDENCE FROM EUROPE

BY WILLIAM C. GREGG

EUROPE looks bad. A manager of a large American banking company said to-day, "Things are getting worse."

The franc and pound are advancing in value—probably as the result of Germany buying exchange to make a few payments of about seven million dollars each, ten days apart.

In the last two weeks the dollar has dropped ten per cent in purchasing power. Prices have not changed. The American tourist is not happy about it.

The fog over Genoa has lifted a little. We now see an indefinite Conference delay and trouble about admitting Russia.¹

Lenine and Trotsky are leading members of the Executive Committee of the Third Internationale. This Committee recently sent out appeals to radicals to foment revolution in the armies and navies of all countries. It is hard to see how these countries can work up much enthusiasm about sitting around the same table with the Bolshevik.

Many speeches and interviews are coming from the Russian radicals now. They have much to say about the strength of their army of two million men. They warn others to be on their good behavior at Genoa. They have no word of thanks for food and transportation from outside to save the starving from the sins of the Soviets. At the first gesture of world willingness to help them at Genoa they sneer and brag.

¹This was written some time before the American Government declined the invitation to Genoa. Later events have confirmed Mr. Gregg's words.—The Editors.

The proposed economic conference with its thirty-odd nations, including Germany and Russia, will probably be the antithesis of the Washington Conference in every way, beginning the contrast by probably never happening.

It has all the elements to make up a rough-and-tumble fight. It has none of the elements of cohesion to a conclusion.

At Washington we found a small board of directors called together to vote themselves dividends. The programme of the chairman went through with cheers. Mr. Balfour said, in substance, "Now that the German fleet is destroyed, disarmament is delightful."

At Genoa the first thing heard from the chairman will be, "Every nation must balance its budget." What a merry "Ha! ha!" that will create. Then from thirty-odd throats will come, "How?" With this splendid start, they will never get down to the answering details. There will be committees appointed and many reports made. Will any be unanimous? We can hardly imagine it.

If the Conference formulates a programme, it will only be reported to each respective country for its consideration. Each country has already been considering the only conclusions that can be reached: (1) Expenses must be reduced to income. (2) No loans will avail between bankrupts. (3) No securities can be pledged internationally which cannot be reached for national taxes; that is, if Germany cannot tax the wealth of her business men, there is no use pledging

her wealth as a basis for foreign loans.

(4) Incomes from national industries (tobacco monopolies, railway revenues, etc.) which are now used for national revenues, cannot be pledged for international loans; that is, Austria cannot pledge the revenues of her street railways for foreign loans (although she may be doing it), because she must keep such revenues to live on.

To follow this line of thought suggests that the Conference is finished before it is begun. But we are overlooking one possible feature of the meeting at Genoa of considerable importance—its *political possibilities*. If Mr. Poincaré remains Premier of France, I do not think it will be possible for the old political hacks to keep the Conference alive only for their possible personal prestige. Lloyd George is charged by his English opponents with planning the Genoa Conference to carry the British elections this fall. I do not know about that; but we must remember the recognition he gave Russia a year ago. England made a trade agreement with the Bolshevik Krassin, who spent several weeks in London. The trade agreement was demanded by the labor element in England. Perhaps it did no harm. Little came of it, because the Russians had no money or goods for a trade. There was no reason why as intelligent a man as Lloyd George should go into it except for some such reason as politics.

Europe, willingly or unwillingly, is running behind. Every country has a deficit. No one has worked a miracle by which deficits can be stopped. You

and I know the only way—quit spending. You will say that Europe must reduce her armies.

Now listen, brother; those armies that are dangerous to-day won't disband. Russia and Ireland are still belligerent. America doesn't want France to disband. Why? Because if she does, we may have to come back and police Europe ourselves; or at least help settle matters which we put in France's hands when we left.

But can't France reduce?

She is doing it—perhaps too fast for world safety.

The most foolish thing America and England can do is to tire France out by nagging her, resulting in her saying: "Perhaps you are right. I am very tired. I will disarm and rest." Better far to back her up in every reasonable measure she takes to furnish a center of control, a police headquarters in a bad neighborhood.

Deficits can be disbanded by discharging the hordes of surplus office-holders and employees. To do that in several countries is a harder problem than to disband armies. Public improvements can be stopped. That will create unemployment. The problem is enormous and cannot be solved by a Genoa Conference; but the necessities can be emphasized. Let us hope for that much.

Paris, France,
February 24, 1922.

SHIP SUBSIDIES

I—ALL DRESSED UP AND NO PLACE TO GO

BY FREDERICK H. CHASE

UNCLE SAM has a stately fleet of merchant ships, "all dressed up and no place to go," while cable reports state that the British Cunard Line is about to begin the construction of 100,000 tons of new shipping, and is also about to revive services discontinued on account of the war. The great Shipping Ball is on, and our ships are wallflowers. What prevents them from getting into the swirl of world trade?

This question is answered by those who claim that competitors would not accept our ships as a gift if compelled to operate them under American laws—laws which impose excessive operating costs, which in turn demand high freight rates and leave us with idle ships.

Any foreign sailor will admit that the food, quarters, and pay are better on American ships; and yet the La Follette Seaman's Bill, no matter how good its intentions, only increased the cost of operation, without providing any means of meeting the increase.

The La Follette Bill further requires that seventy-five per cent of the crew in each department must be able to understand orders in the language of the officers, and that an average of fifty per cent of the crew shall be rated as able seamen. As a contrast with these requirements, when an English ship arrives from the Orient her crew is composed mainly of Chinese coolies, while African ships, even to oilers and firemen, are manned principally by African Negroes. No American seaman would submit to such food, quarters, and pay as are provided for such crews, which are recruited from the cheapest ranks of labor on earth. Real Americans will not expect him to do so, or be willing that foreign crews should man our ships. In times of trouble, like the recent World War, we want the feeling of security which comes from the knowledge that our ships' crews are Americans.

If it is fair to conclude that we want our great fleet of vessels to become a permanent American Merchant Marine, manned by Americans working happily under American conditions, there are,

obviously, but two methods of operation: the payment of subsidies or Government ownership and operation. Before the war seventeen of the great nations of the world were either wholly or in part committed to the former, while the latter was an untried experiment.

Great Britain, as the leading ocean carrying nation, hid her subsidies under the title of "subventions," conveying the impression that she did not believe in the former. She subsidized mail-carrying and other steamers built in accordance with Admiralty plans for quick conversion into auxiliary cruisers in time of war, and from 1840, which was approximately the time when our shipping had begun to disappear, up to 1900 she expended \$283,000,000 on various subsidies. When the Lusitania and the Mauretania were built by the Cunard Line to take the speed record from the German liners, the British Government loaned the money on terms which made it practically an outright gift.

Most of England's colonies granted direct subsidies, and did not circumvent the act by "subventions."

Canada granted mail and steamship subsidies, and also paid fisheries bounties. A line of boats plying between Montreal and Africa received \$5,000 per boat each trip from both terminal countries, and yet an average of seventy per cent of the freight shipped from this end was American made or grown. Canada believed in carrying Canadian goods in Canadian ships. She did not worry over this subsidy to deliver American goods. Her foreign trade was growing, and would some day require the entire cargo space of her ships. In the meantime Uncle Sam's freight bills were a big help in the cost of operation.

Germany paid mail and other steamship subsidies, besides granting to her shipyards preferential rates on her Government-owned railway for ship-building materials. When she first entered the ocean carrying trade, she bought ships. In a few years she competed with the world in building them.

France was one of the few countries

that openly advocated and used the subsidy idea, including mail, construction and navigation subsidies, and fisheries bounties.

Holland paid liberal subsidies for carrying her mails at a given rate per voyage, and this practical little nation ranked eighth among the maritime nations of the world.

Austria-Hungary subsidized mail boats, paid construction and navigation bounties, and refunded Suez Canal tolls, while Hungary paid a direct bounty to Hungarian ships.

Italy and Spain subsidized mail boats and paid construction and navigation bounties, while Portugal cloaked her subsidies under the guise of "mail subventions" to steamship companies.

Norway and Sweden made both contributions and loans to steamship companies, and Norway, in addition, granted trade subsidies. Denmark's subsidies took the form of trade subsidies and exemption from harbor dues.

Russia paid mail and mileage subsidies and assisted with Government loans. She also granted direct steamship subsidies and refunded Suez Canal tolls.

Japan extended direct state aid to steamship companies, granted mail subsidies, paid coast, navigation, and fisheries bounties. Even China granted state aid to steamship companies and subsidized her shipyards.

Chile allowed mail subsidies, and Brazil and Argentina have even subsidized foreign steamship companies.

Uncle Sam subsidized a few mail-carrying ships, but the great bulk of our enormous foreign mail and commerce was carried in foreign bottoms.

In 1826, when our shipping reached its maximum strength, our vessels carried 95 per cent of our imports, and 89.6 per cent of our exports. Until 1830 the American ship-owner had the advantage of preferential duties.

In 1861 our foreign commerce amounted to \$508,864,375, with an American tonnage of 2,496,894 tons.

In 1905 our foreign commerce had

increased to \$2,636,074,737, while our ship tonnage had decreased to 943,750 tons.

We have seen that the leading nations of the world believe in and practice the granting of subsidies in one form or another.

Under our present tariff system, the Government grants a "regular allowance" to our manufacturers and farmers as a protection against foreign producers, which "allowance" is supposed to be reflected in the higher rate of wages paid to American labor. A higher cost to the consumer naturally follows, making each one of us a supporter of this subsidy.

Subsidy bills have been defeated in Congress on the ground that they gave direct grants to "special interests." The National Association of Manufacturers is certainly a pretty healthy combination of "special interests," and is keenly on the job whenever Congress proposes to tinker with its tariff subsidy.

When our transcontinental railways were building, the Government encouraged them with liberal land grants—land belonging to the people, now worth an enormous money equivalent and constituting a direct "gratuity."

We expend millions annually to improve our rivers and harbors, and subsidize the users of the same by exacting no tolls. This is also true of our inland canals.

The Agricultural Bill usually calls for millions of dollars each year, and money is freely appropriated when the South faces the cotton-boll weevil, when the West must fight the cattle tick, or some other section the hoof-and-mouth disease.

A prominent Indiana banker once told me that he didn't care what nation carried our commerce as long as it was carried. He is but one example of why we lack the necessary "pull together" spirit. Too much take, and too little give.

Free raw materials is a special privilege or subsidy to those manufacturers needing such materials.

Churches and other religious institutions, when exempt from taxation, enjoy a subsidy, and we all help pay it whether or not we approve of the exemption. One-seventh of New York City's real estate pays no taxes, without asking grace of the other six-sevenths.

Cheap Government water for irrigation purposes, as an inducement to settle on arid lands, is a direct subsidy, bounty, or gratuity. The Homestead Laws, which gave away our public lands for little or nothing, were the application of the subsidy on a tremendous scale, and resulted in the phenomenal growth and development of what are now our great grain-growing States.

Mail subsidies, or subventions, as some call them, are nothing but direct subsidies. If the amount paid is in excess of the regular rate on so much freight, it becomes a gratuity or grant to a "special interest."

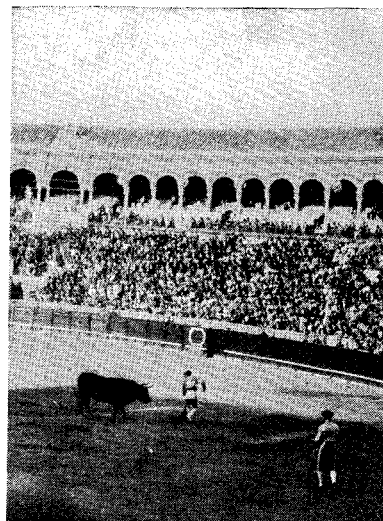


Photo by Fred H. Rindge, Jr.

It isn't often that E. V. Lucas appears in the rôle of an indignant citizen. His whimsical observations on men and manners have accustomed the public to think of him as a keen but sympathetic observer of the world and his wife.

In his article on the Spanish bullfight, which will appear in an early issue of *The Outlook*, he has drawn the glove from his hand. But his ungloved hand wields his pen as skillfully as when it writes in a less trenchant mood. For vigorous description, vividness of utterance, and narrative power we commend to all our readers his forthcoming article:

WHENEVER I SEE A GRAY HORSE

Fisheries bounties made Gloucester, Massachusetts, the fishing port of the New World and furnished the hardy sailors for our early merchant ships and navy.

Our merchant marine seems to be about the only exception to the general rule of granting subsidies, bounties, or gratuities to privileged properties, proprietors, or persons.

There is considerable to be said in favor of Government ownership and operation, but we must bear in mind that on the ocean we are competing with every maritime nation of the world—a competition much more complex and exacting than that between domestic utilities, and perhaps requiring the initiative and vision of private operators financially interested in the ships; however, we score a point for Government ownership if we divest our minds of the opinion that all Government enterprises must show a profit. The Public Health, the Revenue Cutter, and the Life-Saving Services are indispensable, and yet yield no profits. Should we

abolish our Post Office Department when it shows a deficiency?

Our foreign commerce is a rich prize for the carrying nations of the world. The great international game of chess is on, and our opponents will try to check every move we make. Even with our great tonnage of new ships, backed either by subsidies or Government operation, can we hold our own in the game? In a commercial sense, it has been many long years since American ships enjoyed "the freedom of the seas."

Prior to the war the ocean trade of the world was controlled by the lines of a few nations through verbal and written agreements, the former known as conferences. By these lines the high seas were arbitrarily divided into a Mediterranean, a Continental, a North Atlantic, and various other Conferences, each mutually pledged not to encroach on the waters of the others.

Six German lines formed an organization known as the Syndikats Rhederer, which maintained four small steamers ready at all times to crush rivals by sailing from the same port at the same time and cutting rates.

In South America control by England and Germany was made effective through a system of rebates on all goods shipped by their lines. American ships found it difficult to secure a return cargo from South American ports. The English and German lines paid the rebates at the end of the year, and for one offense in shipping on an American vessel the shipper would lose all accumulated rebates.

The English and German Conference lines also maintained service between South America and Europe, and under the same rebate agreement. A South American shipper would lose all accrued European rebates by shipping one America-bound cargo in an American bottom. This was a pretty hard nut for us to crack, for, while we might prohibit rebating on all ships entering our ports, the English and German lines could hold the carrying trade between South America and the United States by doubling the rebates on shipments from South America to Europe.

The captains and deck officers of foreign carriers are naturally partial to the interests of their own countries, and are trained to promote the market for home goods.

Finally, we must consider the relative cost of building ships here and abroad. If Uncle Sam elects to stay in the shipping game as owner and operator, he can't expect to charge higher freight rates than his foreign competitors in order to justify the excessive cost of building. Unless he can reduce these excessive costs, the difference will have to be charged off against preparedness or the public welfare or something else.

Commercial sea power is the great prize of the world to-day. It was early won by the prowess of American ships, and then surrendered with hardly a struggle.

For many years following the coming

of the steel screw-propelled ship we seem to have lost sight of the fact that the day would come when our virgin resources would develop far beyond local consumption, and that we would become an export nation on a scale undreamed of. A few years ago ex-Secretary of the Treasury McAdoo stated that \$300,000,000 annually was paid to foreign steamships for carrying our commerce. This sum ought to support a magnificent fleet

of American ships, maintain a large number of shipyards on repairs alone, especially stimulate the iron and steel trades and all other trades allied to ship-building, employ thousands of American sailors whose wages would support American homes, and, finally and of most vital moment to our own internal peace, American ships would be a big factor in insuring regularity of employment in American industry.

We must have a sufficient foreign market to absorb our surplus production, and there will never be any certainty of our getting it as long as we depend on the other fellow to deliver our goods; furthermore, American ships should make every dollar to be made in delivering this surplus and bring to American producers the colossal advertising value of sending the Stars and Stripes into all the ports of the world.

II—A FREE TRADER WILL SURRENDER TO FACTS

BY GEORGE HAVEN PUTNAM

PRESIDENT OF THE FREE TRADE LEAGUE

A MEASURE is now pending under which a substantial appropriation is to be made from the Treasury—that is to say, by the taxpayers—to provide a subsidy for the maintenance and the development of American shipping.

Those who are believers in the importance of freedom of trade among the nations, on ethical as well as on economic grounds, may properly object to any use of the money of the taxpayers for the promotion of one business interest or another.

If there is to be any contribution from the taxpayers for the support of an individual business interest, or of a group of such interests, free-traders for the most part take the position that a subsidy is the least objectionable form for such contribution. A subsidy makes provision for a specified payment, the amount of which payment is a matter of public record. The taxpayer is in a position to know what is to be the payment from his own pocket and for what the money is to be utilized.

We hold, however, that the burden of proof rests very decidedly upon the business concerns, or groups of concerns, which make application for such support from the Treasury—that is to say, from the taxpayers—to show that their industry is absolutely essential for the safety, or at least for the welfare, of the Nation, and to prove further that such industry cannot be established, or cannot be maintained, without help from the taxpayers.

It is possible to believe that there are certain industries (the number of these is, in my opinion, at best restricted) which may be called "essential" for the welfare, or possibly for the safety, of the State.

I have suggested, looking at the matter from the point of view of a free-trader, that the concerns, or groups of concerns, which are carrying on such industries, or which want to establish such industries, should be called upon to go before a commission (a commission which should be entirely outside of politics) and submit proof that must be accepted by the commission as adequate, first, as to the importance of their industry or its necessity for the safety, or

at least for the welfare, of the State, and further proof that the industry cannot be maintained, or possibly cannot be established, without help from the State—that is to say, from the taxpayers. They should then be called upon to state what amount of co-operation or support from the taxpayers will be required to put their industry on an assured foundation and to enable its operations to be carried on. The commission having accepted the view, after examining the evidence, that the industry is to be classed as "essential," and having arrived at an estimate of the amount of the subvention required, would recommend the payment from the Treasury of the amount decided to be necessary—say, five million dollars or ten million dollars.

The amount so paid would be a matter of public record. The taxpayer would know which were the industries that were securing in this way the help of the taxpayers. Every citizen could know what the money was being used for.

We consider that a subsidy, made a matter of public record, is very much preferable to assistance given in the form of a tariff or duty. A voter very seldom can know what amount the country is called upon to pay, and in the end the individual citizen is under the necessity of paying, for assistance given to an industry in the form of a tariff. Provisions in the tariff are, in fact, not infrequently framed so as to make such knowledge difficult to understand. The amount of the contribution is hidden, and is meant to be hidden.

A commission, under my suggestion, would recommend that the subvention should be limited to a term of years—say a period of five years—which might, with sufficient evidence presented as to the necessity or advisability of such action, very probably be renewed for a further term.

During the years in which a business was receiving this help from the taxpayers the accounts should be open for the inspection of representatives of the Treasury, as was done during the years of the war with certain "war industries." All proceeds secured by the business beyond a certain percentage

sufficient to cover the ordinary business risks, say fifteen per cent, should, as was done in the case of the war industries referred to, be paid into the National Treasury.

Further, irrespective of the term for which the subvention had been given, the managers of these industries would be at liberty, whenever they wanted to free themselves from the Government inspection of their books and from the necessity of paying over excess profits or proceeds beyond a certain fixed rate, to resign the subvention and to give up or get rid of the inspection and the payment of excess profits.

The schedule of the assisted industries should be a matter of public record. Every citizen would be in a position to know what manufacturers or producers throughout the country had taken the position that they could not carry on their business without help from their fellow-citizens.

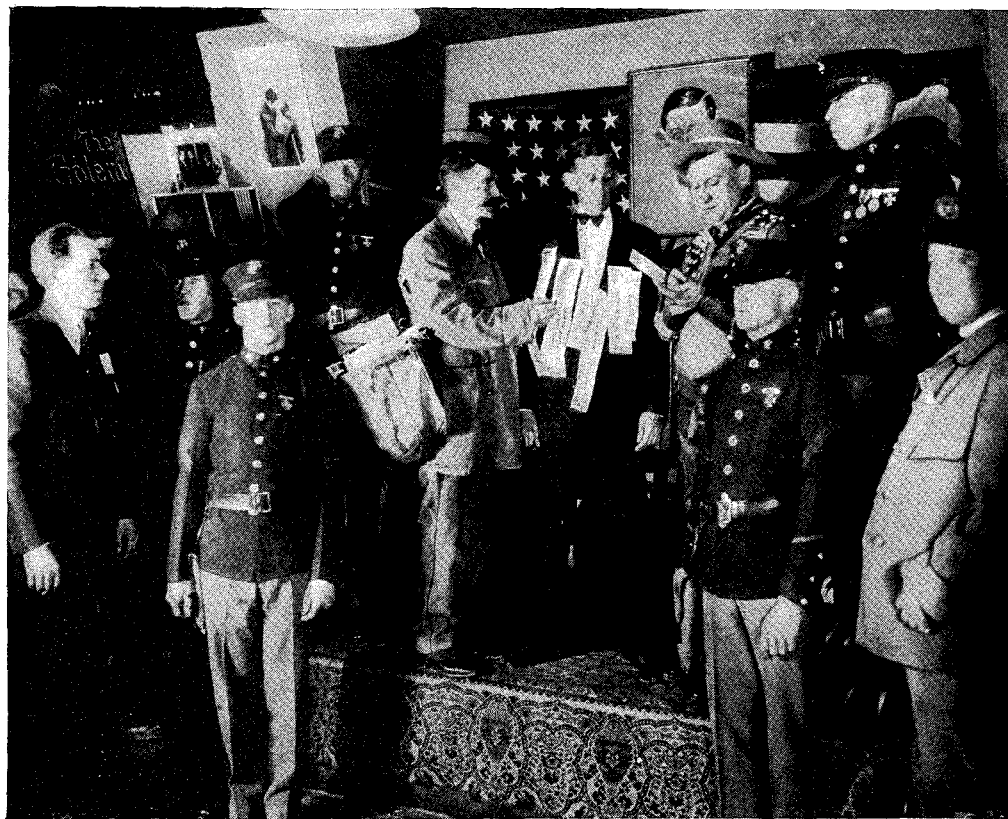
Payments of this kind, which are a matter of public record, payments to be classed as subsidies or subventions, are, in my judgment, infinitely preferable to the hidden assistance in the form of tariff duties, because, while they do constitute a burden upon all of the consumers and upon all of the taxpayers in the country, the precise extent of the burden or the amount secured by one favored trade or another can be known.

The makers of the tariffs do not intend that the extent of the tariff burdens should be known.

If the interests that are now pressing for a ship subsidy can make clear to the members of an impartial convention that such subsidy is "essential," that the ship-carrying trade is essential for the welfare of the Nation, and that Americans cannot conduct this business without aid from the Treasury (i. e., the taxpayers), and if a subsidy is made for a limited time, subject to the conditions above proposed, I, as a free-trader, would not be prepared to oppose the measure.

The voters will be in a position to decide whether the subsidized industry is of sufficient advantage to the country to be worth what it costs, and how long the taxpayers should continue to provide the money.

A LITTLE NONSENSE NOW AND THEN



A "GOOD-BY-BILL" PARTY GIVEN AT THE NATIONAL PRESS CLUB, WASHINGTON, TO POSTMASTER-GENERAL WILL HAYS

In the picture Mr. Hays is being "delivered" to the movies by Avery Marks, former president of the club (at left on platform) dressed as a postman. Theodore Tiller, another former president, dressed as William S. Hart, is shown signing for the "package." This very valuable "special delivery package," plainly marked, was guarded by a squad of United States Marines

(C) Harris & Ewing

KING CARNIVAL LEADING HIS PROCESSION AT NICE, FRANCE

The great carnival at Nice, which annually attracts thousands of pleasure-seekers, has again been ushered in as of old. Here we see H. R. H. King Carnival proceeding down the Avenue de la Victoire, acclaimed by his subjects

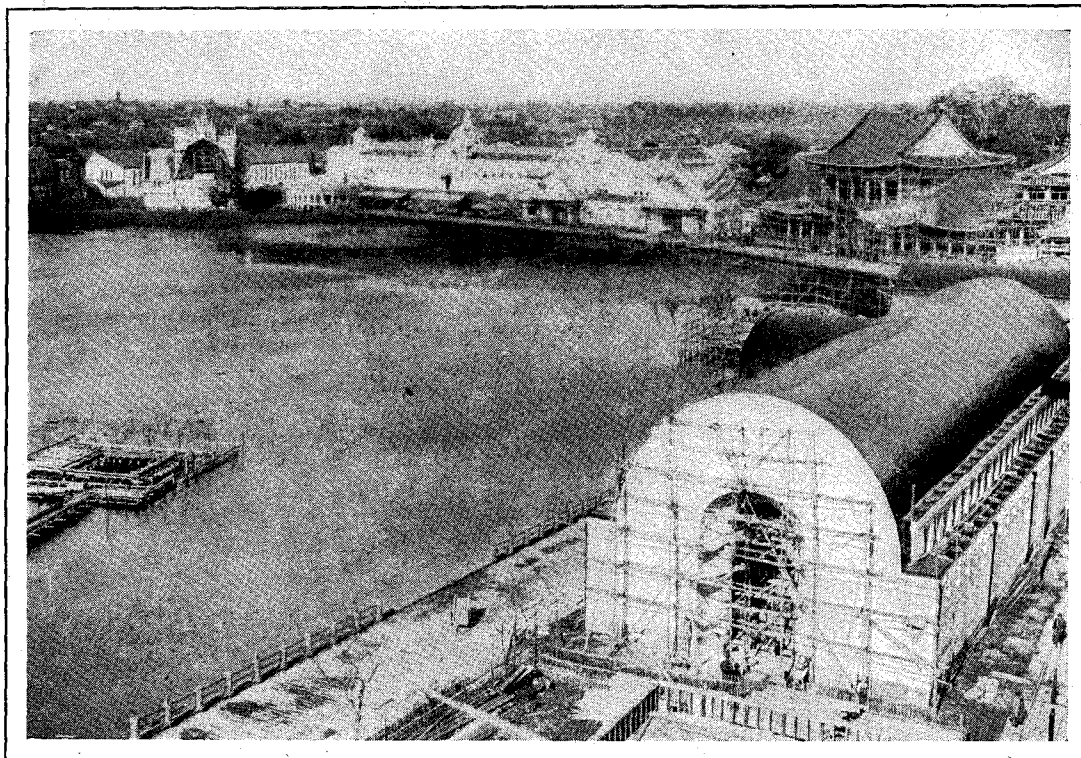


International

FROM BOTH SIDES OF THE PACIFIC

A PEACE EXPOSITION IN TOKYO, JAPAN

Here are some of the buildings in one of Tokyo's parks which are to house the Peace Exposition which will be held there from March to August, in celebration of the ending of the World War. The lake will be used for a series of floating exhibitions. The United States is reported as leading in the number of exhibits and the amount of space allotted to merchants and manufacturers.



International



A NEW RESIDENTIAL TRACT IN THE CITY OF SAN FRANCISCO

This tract, it is stated, is typical of many that are now being laid out in San Francisco. These new residential sections are easily reached from the business center by means of the new Twin Peaks Tunnel, which is over two miles in length.

Keystone



STRAIGHTENING OUT A DOMESTIC TANGLE. GEORGE S. WEBER AND FRANK M. HELAN ON THE JOB

A DOMESTIC RELATIONS COURT

BY RICHARD B. WATROUS

NON-SUPPORT is a felony, under the law, in the District of Columbia, and is punishable by the criminal courts just as is arson, larceny, house-breaking, or any other misdemeanor. Until recently actions by wives against their husbands for failure to support them and their children came under the jurisdiction of the juvenile and probation court. A recent construction of the law, however, transferred them directly to the office of the United States District Attorney. The strictly technical execution of the law in such cases is of long duration, is expensive, and is generally quite lacking in the application of any helpful human relations.

Washington, for its population, has in the course of a year a quite large percentage of non-support cases—probably not more than in other cities, but more conspicuous because they are brought to public attention. Possibly the number is due in part to its colored population and the number of small wage-earners of the common labor type. It was apparent in October, when it became necessary for the District Attorney to assume non-support cases, that the courts would soon become clogged and congested and the jail overfilled with offenders under indictment awaiting

trial. Before that condition could arise, however, a zealous officer of the city Police Department, detailed to the District Attorney's office to prepare cases for presentation to the Grand Jury, hit upon a method that in a quite unofficial application has proved to be expeditious, much less expensive, and altogether much more human in the disposition of cases of matrimonial disagreements and consequent non-support. Thus it has come about that George S. Weber, the officer in charge, with the co-operation of his brother detective Frank M. Helan, has, in effect, established and set in operation, almost before he knew what he was really doing, a "domestic relations court."

The procedure is a simple one. When an aggrieved wife appears at the office of the District Attorney to make complaint of a neglectful husband, she is referred to Mr. Weber, who, instead of passing the case directly to the Grand Jury, first ascertains what support the wife thinks her husband might afford to pay—it is amazing what small sums are frequently agreed upon—and also what prospects there may be of a reconciliation if the separated parties were brought together. He then writes in an unofficial way—that is, not by a formal summons process—to the husband, say-

ing that the wife has made complaint against him for non-support and inviting him to appear at his office at three o'clock on the following Thursday afternoon to discuss the matter. It is usually arranged, without the knowledge of the husband, that the wife shall be there at the same time. Each Thursday is a busy day—there is always a well-filled anteroom. The husbands usually appear, probably not infrequently because they think they must appear. Each one has a good "sit-down" talk with the officers, and then, if he is willing, the wife is brought in and they talk things over, with the result that the husband generally agrees to some form of support and very often family differences are healed then and there, and the two go away together, happy and thankful for the agency that has brought them together. If the husband does not appear, or if after the conference he is obstinate and will not promise to do his duty, his case goes to the Grand Jury the next day; generally he is indicted, and, if unable to obtain bail, remanded at once to jail to await trial, conviction, and sentence to a term in prison.

During the three months that this unique "domestic relations court" has been in existence the results have been

most gratifying. Out of three hundred and fifty cases Mr. Weber says that one hundred families have been reunited, and that in those instances where reconciliation was not effected one hundred and eighty husbands have been induced to, and for the most part do, give support to their families. Only thirty have been indicted and compelled to go through the slow, expensive, and

disheartening stages of trial, conviction, and imprisonment. By their zeal as officials of the state and their distinctly human interest in unfortunates these two men, through the court of their own creation, have healed many marital wounds, maintained many wage-earners as such rather than assisted in their withdrawal from labor and unproductive confinement in jails, and saved the Dis-

trict Government the large expenses that are ordinarily involved in the grinding of court wheels. This has worked to the satisfaction of all concerned, and none are happier in the results than the two officers who originated the plan and have carried it to a successful fruition and who now have the satisfaction of being peacemakers rather than law enforcers.

FISH AS GUARDIANS OF HEALTH

BY SAMUEL F. HILDEBRAND

BATTLES have been won and battles have been lost because of insect pests. Great enterprises have failed because of the destruction wrought by disease-carrying and disease-distributing insects. In our own country vast areas of agricultural lands are little used and practically undeveloped because of the prevalence of an insect-borne disease, *malaria*! Cities and communities have grown and prospered regardless of endemic yellow fever, which is also an insect-borne disease, but this cannot be said of any place where malaria seriously prevails. Malaria is a disease that works slowly but surely. It is not the immediate cause of death as often as a number of other diseases, but in many instances it certainly is an important contributing factor, for malaria is a disease which debilitates. It saps the patient's strength as it makes its savage attacks from time to time, and thus the powers of resisting other diseases are broken down. Because the disease works slowly and by degrees, and because it is not the immediate cause of death frequently, there is nothing spectacular about it. Consequently it does not frighten the public like smallpox, yellow fever, and typhoid, and it does not receive the attention which it justly deserves. An attack of malaria is bad while it lasts, but it is soon over and apparently forgotten until the next brood of organisms is liberated and fever again results. An attack of the disease is aptly described in the following poem by the late Mr. Gilbert, a Panama Canal Zone poet, who, as is evident, knew malaria from first-hand experience:

You are going to have the fever,
Yellow eyes!
In about ten days from now
Iron bands will clamp your brow;
Your tongue resemble curdled cream,
A rusty streak the center seam;
Your mouth will taste of untold
things,
With claws and horns and fins and
wings;
Your head will weigh a ton or more,
And forty gales within it roar!

In about ten days from now
You will feebly wonder how
All your bones can break in twain
And so quickly knit again!

You will feel a score of Jael's
In your temple driving nails!
You will wonder if you are shot
Through the liver-case or what!
You will wonder if such heat
Isn't Hades, and repeat!
Then you'll sweat until, at length,
You — won't — have — a — kitten's
strength!

In about ten days from now
Make to health a parting bow;—
For you're going to have the fever,
Yellow eyes!

Public health officers who have had an opportunity to observe and study malaria are fully aware of the seriousness of the disease, and they are making great efforts to enlighten the public. The response has not always been of the desired degree, mainly for two reasons: first, the disease is not one that tends to frighten man to action; second, to control malaria requires funds. The average man will not spend a dollar unless he is sure that he will receive a dollar in return. Some men require a dollar and a quarter or a dollar and a half, and others wish to collect the interest in advance. A dollar spent in anti-malaria work is a most excellent investment, but the burden of convincing the public of this fact falls upon the shoulders of the public health officers, and this is not always an easy matter.

Fine examples illustrating the fact that malaria can be controlled by preventing mosquito production in large numbers are available. We need only to refer to work done by the Federal Government on the Panama Canal Zone, and to the cantonment zone work during the recent war. The cost of this work, however, was quite high, and therefore much attention is now being devoted to finding more economical methods of securing the same, or even better, results. As these newer and cheaper methods are being developed the burden of the health officers and the public is becoming lighter, and anti-malaria operations no doubt will be greatly extended.

One of the newer and cheaper methods of fighting mosquitoes and malaria consists in the employment of top-feeding fish. It is the major purpose of this article to convey information concerning the fish used and the manner of their employment for anti-mosquito work.

A word of explanation concerning the relation which the mosquito bears to malaria, however, appears to be in order before proceeding with the subject of fishes in relation to mosquito control. Malaria is caused by an organism which grows and multiplies in the red cells of the human blood, and the only way these organisms can be carried from one person to another is through the females of a certain group of mosquitoes belonging to the genus *Anopheles*. So far as known, the malaria parasite does not live in any other mosquitoes. In the stomach of the *Anopheles* it, however, not only lives, but multiplies. Some of the new organisms then migrate from the mosquito's stomach to its mouth, and when it again bites a person some of the parasites are injected into the blood as the mosquito sinks its proboscis through the skin and into a blood-vessel. In this way, and this way only, is malaria transmitted from one individual to another. The theories that malaria is caused by night air, bad air from ponds and swamps, from the drinking of bad water, from the eating of chinkapins or watermelons after the first of October, are mere trash.

Conquering the mosquito pest by the employment of top-feeding fish, while comparatively new in anti-malaria work, nevertheless is a very old way of checking mosquito production, for it is nature's way. It has been known for many years that certain fish fed on wiggle-tails, or young mosquitoes, when placed in aquaria, water barrels, cisterns, etc., but their value in larger waters was variously overestimated or underestimated. There also was no definite information concerning the fish which were of most value. Within the last four years much headway, however, has been made in determining which species are the chief enemies of the immature mosquito. (It of course must be understood that the young or immature mosquito, larvæ and pupæ, live in the water.) Considerable information too has been gained concerning the manner of the employment of fish and the degree of control which may be expected from their introduction into waters of various kinds.

Most of the members of the top-minnow family appear to be natural



A SECTION OF A POND SHOWING AN AREA OVERGROWN WITH "SILVER-LEAF GRASS," WHICH FORMS GOOD PROTECTION FOR MOSQUITO LARVÆ AGAINST FISH

enemies of the mosquito, but one species occurring in the Southern States of this country has been found to be of especially great value. This fish is the common, insignificant-looking top minnow, also known in some localities as the "top-water minnow" or merely as "top-waters," in other localities as the "pot-bellied minnow." To science this little fish is known as *Gambusia affinis*. Since only a single species from the waters of the United States is recognized, it hereafter in this article will be referred to as *Gambusia*—a name which, etymologically speaking, signifies "nothing," of no account, a joke or farce, meaning that when you catch a *Gambusia* you catch nothing. It, then, is evident that the naturalist who selected this name failed to guess the importance which these little fish some day would assume.

The female *Gambusia* is much larger than the male and much the mightier sex, but even the giant females rarely attain a length of 2¾ inches. The males have a somewhat more slender body, and rarely, if ever, exceed a length of 1½ inches. In the aquarium the cruel, ferocious female often pounces upon the small male, making attack after attack, each time inflicting a wound or taking a mouthful of flesh, which is devoured. The result of course is that the male is killed and devoured to the extent of the feeding capacity of the female.

The color in both sexes is a modest gray, but the male may be distinguished from the female by the shape of the anal fin, the fin on the median line of the body situated just behind the vent. In the female this fin is normally developed, consisting of rays connected by membrane, but in the male the rays are united and prolonged, and the fin forms a long spear-shaped prong. This prong

serves as an intromittent organ for the conveyance of the male element (sperms) from the male to the female, for, curiously enough, in *Gambusia* the eggs are fertilized and hatched within the body of the female and the young are born alive, in broods of a few to a hundred or so at a time, each female producing several broods of young during one summer.

The young when born are about one-half inch in length. They are well-developed and fully formed fish, being able to swim with ease and quite thoroughly able to take care of themselves. It is indeed very fortunate for the young fish that they come into the world so well prepared to lead an independent life, for they receive no parental care whatever. Even the mother at once becomes an enemy. In the aquarium, at least, the brutal parent often eats up her own young as rapidly as they are born. The young fish grow rapidly, and sometimes they become sexually mature at the age of three months and themselves then begin producing offspring. Thus two generations result during a single summer.

The fact that *Gambusia* brings forth its young alive is of great advantage in the utilization of this fish for anti-malaria work, for the necessity for a special environment required by egg-laying species for depositing and hatching the eggs is not necessary, as the young are born while the adults move about in the water. Reproduction takes place almost anywhere, even in the aquarium. This enables the anti-malaria worker to use this fish in many kinds of waters, the introduction of a brood stock only being necessary, as the offspring usually soon abundantly populate the water.

Gambusia furthermore is of wide dis-

tribution, occurring in at least some of the waters in all malarious sections of the South. Thus it has from the beginning and continues to provide a measure of mosquito control. In other words, *Gambusia* has served as a check on malaria from the beginning of civilization in the South and the consequent introduction of malaria. It is the firm belief of the writer that several large and prosperous cities in the South never would have been built had it not been for this enemy of the mosquito.

It is not claimed that fish in any locality have furnished complete mosquito control. It is not nature's way to permit one form of animal life to exterminate another. Consequently, in many waters barriers have been placed between the fish and the immature mosquito. These barriers may consist of plant growths or of floating or anchored debris, over which the wiggletails hover out of sight and out of reach of the fish. Again, *Gambusia* has enemies, consisting chiefly of larger predatory fishes, water snakes, and birds, which may prevent it from becoming abundant enough to destroy all the wiggletails which are obtainable in the water. There also are waters in nearly every locality which are inaccessible to the fish through natural channels, and consequently have not become populated with members of the finny tribe. It is here where man's help is needed. Plants and floatage providing protection for the immature mosquito against fish may be removed or, in some instances, chemically treated in such a way as to render them worthless as protectors of mosquito larvæ and pupæ. The enemies of *Gambusia* may either be removed from the water or destroyed, or sometimes places of refuge for the minnows may be provided. The waters which have not become populated with top minnows through natural channels should be artificially stocked, and the use of *Gambusia* for bait must be discouraged.

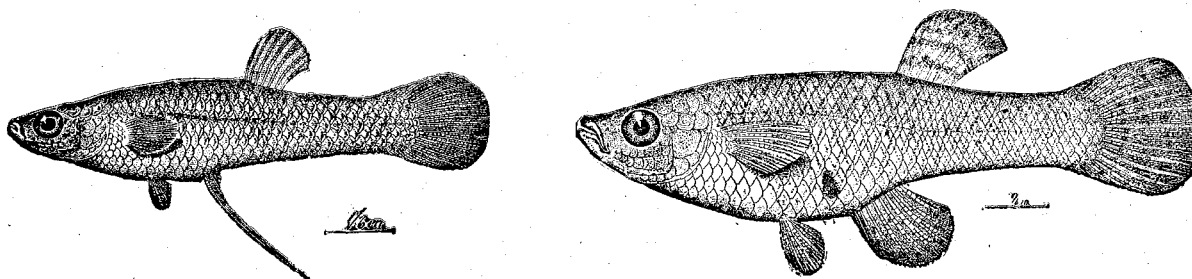
A great reduction in mosquito production and a consequent decline in the development of new cases of malaria will result if the suggestions offered in the preceding paragraph are followed. *Gambusia*, as already indicated, lives and multiplies under a wide range of conditions. It lives in very stagnant water and it endures more pollution than most other species of fish. It may be used in practically all standing bodies of water, sluggish ditches, cisterns, shallow wells, water barrels, etc. *Gambusia* does not live in rivers and creeks with strong currents, in which mosquitoes of course do not breed. Its natural habitat is in the quiet waters, in which it frequents the very quiet, shallow arms and bays, and it seeks and acquires its food at the surface, where the immature mosquito spends much of its life and where it must come for air. The common names "top minnows" and "top-waters" no doubt originated from the fact that this fish so often is seen swimming at the surface of the water. It

is evident from the foregoing that the habits of *Gambusia* are proper ones to make it a serious enemy of the young mosquito.

By the use of *Gambusia* as an agent for the control of mosquito production we get something for next to nothing. But, aside from the initial cost, the fish have the decided advantage over several other methods of control, because the

results are much more permanent. Oil and larvacides must be applied once every week during warm weather, and if for any reason this is not done regularly and carefully one or more broods of mosquitoes get on the wing. When a body of water once is stocked with *Gambusia*, it usually remains stocked indefinitely. *Gambusia* works all day and every day, and without help from

man it will provide a great reduction—from 75 to 100 per cent—in mosquito production, depending, of course, largely upon the conditions which prevail in each particular body of water. This method of mosquito control is now widely used in the South, and it is strongly recommended by health officers for practically all permanent standing and sluggish waters.



Reading from left to right we present Mr. and Mrs. Top Minnow, two of our efficient guardians of the public health. The drawings approximately indicate their relative sizes. From the expression on Mrs. Minnow's face we should judge that she might be as efficient a guardian of her husband as she is of our health.

TOP MINNOW—THE MOSQUITO-EATING FISH

UNCLE ELLIS

BY DOROTHY CANFIELD

THE FOURTH OF A SERIES OF EXCURSIONS ALONG
THE BYWAYS OF HUMAN NATURE

I NEVER saw my Uncle Ellis, because he died before I was born, but I heard a great deal about him when I was a child. His step-daughter married one of our fellow-townsmen, and lived next door to us when I was a little girl, and her mother, Uncle Ellis's widow, lived with her till her death. Whatever Ruth did not say about her stepfather Aunt Molly supplied. The two women spent the rest of their lives hating him, and for his sake hated and distrusted all men, especially the smooth, plausible variety. I was brought up on their stories of him, and he stood for me as the type of the traditional house devil and street angel.

The gruesome impressions of married life which float through the air to most little girls came to me from their half-heard and half-understood stories of Uncle Ellis. He had killed his first two wives, they said, just as though he had taken an ax to them, and only his opportune death had saved Aunt Molly from the same fate. His innumerable children—I would not venture to set down how many he had, all in legal marriage—feared and detested him and ran away from home as soon as they could walk. He was meanness itself—secret sneaking meanness, the sort of man who would refuse his wife money for a wringer to do the family wash and spend five dollars on a box of cigars; who would fly into a black raging fury over a misplaced towel and persecute the child who had misplaced it with ingenious moral tortures till she was

ready to commit suicide out of nervous tension, and then open his arms with a smile to the baby of a parishioner. And after mistreating his wife till she could hardly stand she would hear him holding forth to a meeting of boys, exhorting them to a chivalric attitude towards all women.

Aunt Molly died long ago, firing up to vindictive reminiscences to the last. Ruth is dead now, too, in the fullness of time. I am a middle-aged woman, and probably the only one now alive who ever heard the two talk about Uncle Ellis, and I had forgotten him. If he stayed at all in my memory, it was with the vague, disembodied presence of a character in a book.

About a month ago I accepted an invitation to speak at a convention in a town in the Middle West the name of which was vaguely familiar to me. I thought perhaps I had noticed it on a time-table. But when I arrived I understood the reason. It was the town where for many years Uncle Ellis had been pastor of the church. At the railway station, as I stepped down on the platform, one of the older women in the group who met me startled me immeasurably by saying: "We have been especially anxious to see you because of your connection with our wonderful Dr. Ellis Randolph. I was a young girl when he died, but I can truly say that my whole life has been influenced for good by the words and example of that saintly man."

The elderly man beside her, added:

"You will find many here who will say the same. He left an indelible impression on our community."

They took me to his church, where a large bronze tablet set forth his virtues and his influence on the church. They showed me the Ellis Randolph Memorial Library. I was shown the playground which he conceived a generation before any one else thought of such a thing. But what made the deepest impression on me were the men and women who came to shake my hand because I was Uncle Ellis's niece, because they wanted to tell one of his family of the greatness of his value in their lives. The minister of the town, a white-haired man, told me, with a deep note of emotion in his voice, that Dr. Randolph had done more than save his life in his youth, had saved his soul alive. The banker told me that he had heard many celebrated orators, but never any one who could go straight to the heart like Dr. Randolph. "I often tell my wife that she ought to be thankful to Dr. Randolph for a lecture on chivalry to women which he gave to us boys at an impressionable moment of our lives." And the old principal of the school said: "Not a year goes by that I do not thank God for sending that righteous man to be an example to my youth. He left behind him many human monuments to his glory."

What did I say to them? Oh, I didn't say anything to them. I couldn't think of anything to say.

BREAKING THE WORLD'S WORST TRAFFIC JAM

BY ALFRED E. SMITH

EX-GOVERNOR OF THE STATE OF NEW YORK

IT costs as much to pass a ton of freight through New York City terminals as it does to haul it from Buffalo, according to a statement made by an officer of the Erie Railroad and borne out by the investigations of the New York and New Jersey Port and Harbor Development Commission.

Another investigator reports that the expense involved between the arrival of a car in New York City and the placing of goods on the ship frequently amounts to as much as the cost of the haul from points as far West as Chicago, and that congestion and excessive costs at the Port of New York are not new conditions, but have prevailed for many years.

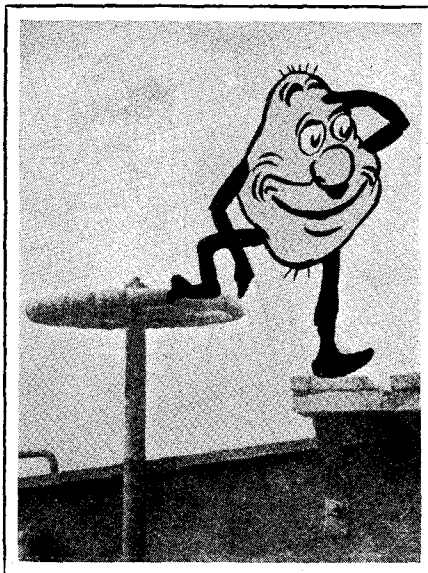
It is agreed by terminal engineers and transportation experts generally that standard railway freight cars cannot be brought on to the island of Manhattan. I think it can be agreed in any gathering of people who understand the geography of Manhattan Island that you cannot make a freight yard out of any part of it. Therefore it is to be served by an underground electric system with a break-up yard in New Jersey, where the freight is to be taken on tractors and placed in electric cars and delivered at inland points along the North River, providing a constantly moving shuttle service between the island of Manhattan and the New Jersey break-up yards.

In plain language, the underlying principle of the Port Plan is to connect the railways from the West with the railways from the East by all-rail routes and to bring standard freight cars without floating them to the outlying boroughs of New York along belt-line rail routes intended to serve the commerce and the industry of these sections.

So far as exchange freight between the New England lines and the lines from the Pacific coast are concerned, New York is to-day a way station. The only difference is that, instead of sending the freight along under a tunnel and keeping it continually with the wheels moving, it is carted across the bay on car-floats, which is the big element of delay and a great big element of cost and the big element of expense.

WAR OF THE PORTS

The port problem directly affects the business interests of the port, and the cost of living in the metropolitan districts of Philadelphia, Baltimore, and New Orleans, which have been active competitors for the business now done at the Port of New York. They have inserted in the newspapers whole-page advertisements and used in their advertising matter the figures gathered by our own Commission to show the cost of doing business at our own port. Speaking before the Port Authority, United States Shipping Commissioner



"MR. POTATO"

This festive figure represents the farmers' crops on their journey through the intricate maze of the traffic jam of New York Harbor. A moving picture of the adventures of Mr. Potato is being used to create public interest in the port treaty

Love, among other things, made the statement:

You have lost the cotton trade.
You have lost the tobacco trade, and
you are fast losing the grain trade.

Arguments set forth for the St. Lawrence Waterway, which, if ever built, will not only interfere with the business of the Port of New York, but will tend to destroy the effectiveness of our great canal system, built at a cost of over \$150,000,000, are based largely upon the cost of doing business and the congestion at the Port of New York. A group of Mid-Western States have joined together in a federation and are urging upon Congress that a waterway be opened along the St. Lawrence River between the Great Lakes and the ocean. The Hon. A. P. Nelson, Member of Congress, urging the St. Lawrence Waterway in a speech made in the House of Representatives on December 5, 1921, said:

Other and more drastic remedies should be applied to effect a better distribution of commerce through the ports of the country, to the end that we may be freed in part at least from the tremendous burdens that have been placed upon our commerce because we have permitted the continuance of conditions which have forced the foreign business of the country largely through the archaic Port of New York.

The following day Congressman Brennan had this to say:

We cannot close our eyes to the almost intolerable congestion which has existed for years past in the vicinity of New York City, and which

is particularly emphasized on the lower end of Manhattan Island. Can we be criticised for asking a transportation relief which would divert a part of our shipments through another route which would be interrupted and unhampered by the necessary rehandling and breaking of bulk which now attend shipments through Buffalo and New York City?

To relieve this congestion without diverting traffic from this, the world's greatest harbor, there has been created a body known as the Port of New York Authority.

TWO STATES AT ODDS

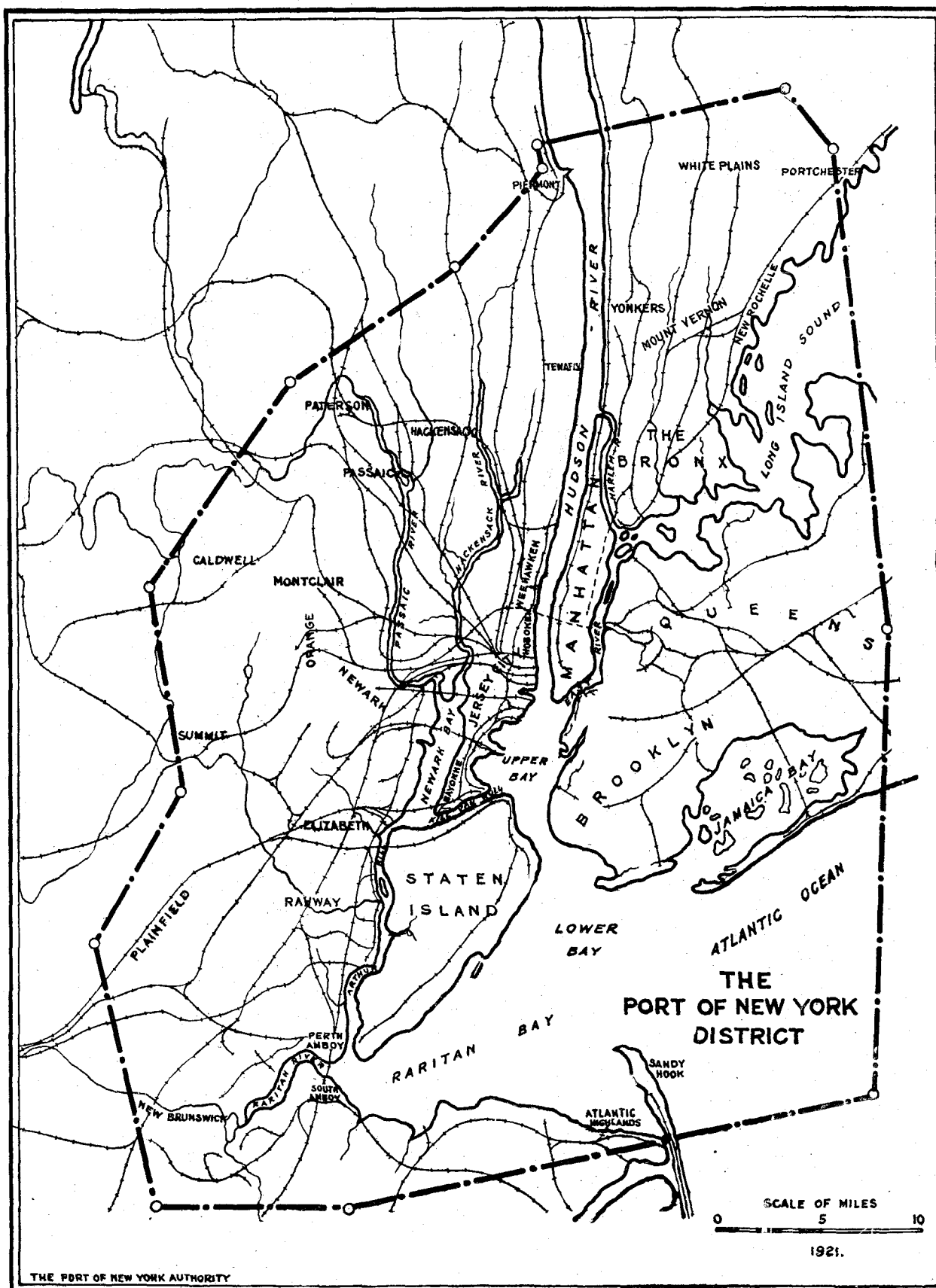
In order that we may have a thorough understanding of what the Port Authority means, what its functions are to be, and why and how it was created, it is necessary to go back a few years.

In 1917 Representatives of the State of New Jersey petitioned the Inter-State Commerce Commission for a rate on freight from the West in favor of the State of New Jersey, on the theory that the nine large trunk lines terminated really on the New Jersey shore. New York commercial bodies got together and went down to Washington and fought for the preservation of the status of New York, because a decision in favor of New Jersey in the Federal Rate Case would have meant 3 cents a hundred pounds preferential to the manufacturer in New Jersey, or 60 cents a ton.

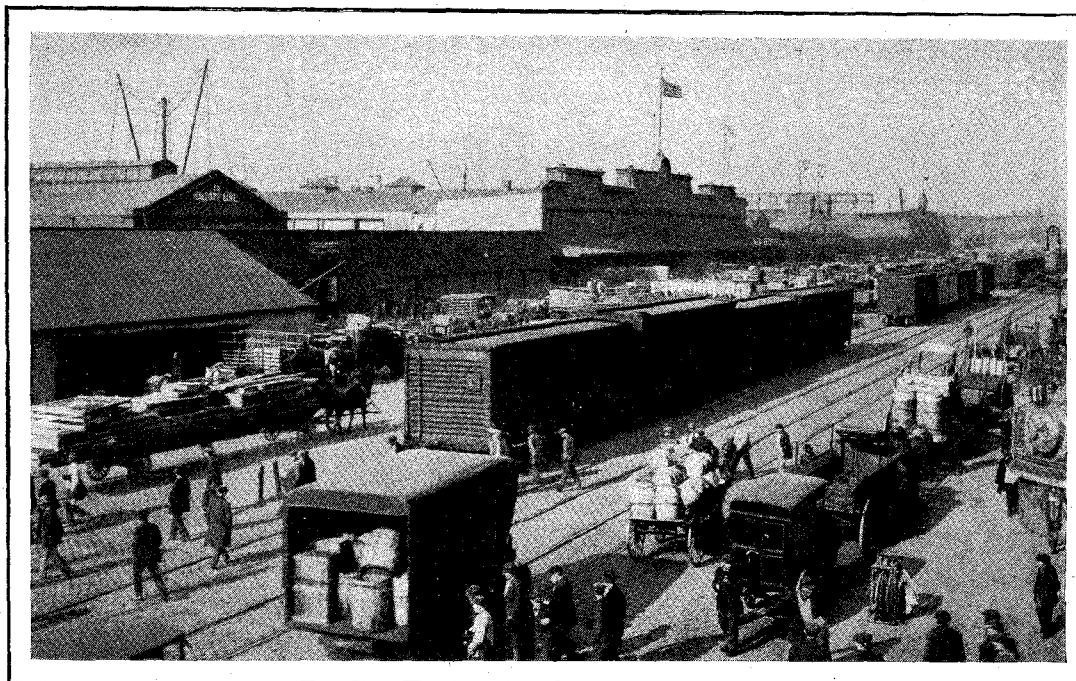
I do not think we need spend any time figuring on what that would have meant to the commerce of New York City. The man who established his factory in New Jersey would have that advantage over the man doing his business in New York. The Inter-State Commerce Commission did not, however, grant the petition of the New Jersey interests, but at the same time it did not deny it for all time. It gave New Jersey permission to reopen its case at any time. In its opinion the Inter-State Commerce Commission said that historically and geographically the Port of New York comprehended both States. It advised that the States get together and jointly develop the port so that there might be no future rivalry as between the States, and terminal costs might be reduced so as to leave the great Port of New York in a position to compete successfully with the other ports of entry on the Atlantic and Gulf coasts.

CENTER OF VAST SHIPMENTS

Following this experience, the two States created a Bi-State Commission, known as the New York and New Jersey Port and Harbor Development Commission, consisting of three men from New Jersey and three from New York, and in 1918 this Commission began an ex-



MANHATTAN ISLAND HANGS LIKE A TONGUE IN THE MOUTH OF THE MAGNIFICENT PORT OF NEW YORK. THIS MAP OF THE TERRITORY COVERED BY THE PORT TREATY CLEARLY INDICATES THE COMPLEXITIES OF THE TRANSPORTATION PROBLEM OF THE METROPOLIS AND THE SURROUNDING REGION. THE WESTERN FARMER WHO WONDERS WHY IT COSTS SO MUCH TO HANDLE HIS PRODUCTS AS THEY PASS THROUGH NEW YORK WILL FIND SOME OF THE REASONS SHOWN HERE



ONE CAUSE OF CONGESTION IN NEW YORK CITY—THE OCCUPANCY OF THE WEST SIDE MARGINAL STREET BY RAILWAY TRACKS AND FREIGHT CARS

haustive study of all terminal operations in the Port of New York.

After thorough investigation, the Bi-State Commission made final report to the Legislature of 1921, which recommended the creation of a port district to be defined by law and to include one hundred and five organized municipalities, embracing a population of about 8,000,000 people. At present it is served by twelve trunk-line railways, which bring to or take out of or through the port over 75,000,000 tons of freight per annum. An immense number of foreign and domestic steamships, not less than 8,000, equally bring to or take out of the port over 45,000,000 additional tons of freight per annum. Within the port district there is more manufacturing output than in any similar area in the world, with a variety of products and commodities to be handled unparalleled anywhere else. Four million tons of foodstuffs alone are annually required by the people of the port district.

The Bi-State Commission recommended a treaty between the two States calling for comprehensive development of the port which would effectuate a compact binding them, and establishing a port district and a Port of New York Authority over it. The Port Authority is composed of three members from New York and three members from New Jersey, and is a body corporate and politic. It is charged with the supervision and carrying out of comprehensive plans after they have received the approval of the Legislatures of both States.

On August 23, 1921, President Harding approved the action of Congress ratifying the treaty and affixed his signature. There were appropriate ceremonies to mark so important an occasion.

The Port Authority was directed by statute to study the plan of the Bi-State Commission, and any other plan that

might be placed before it for consideration. This it did, working night and day during the summer and fall of 1921, and on January 1 of this year submitted to the Legislatures of both States a comprehensive plan.

MANY INTERESTS CO-OPERATE

As an approach to the great task of preparing the plan, provision was made for the formation of an Advisory Council made up of representatives of chambers of commerce, boards of trades, and civic societies, of which there are one hundred and three within the port district. The several agencies engaged in transportation, such as the twelve trunk-line railways, the steamship companies, lighterage companies, warehouses and trucking interests, and various specialized industries, were all invited to organize co-operating committees in order that points of contact might be immediately established for the necessary conferences.

Inasmuch as this whole problem is one that not only affects the business interests as far as the cost of business at the port is concerned, but also vitally affects the household and the cost of living, an Educational Council was organized to inform the public on the subject and to lend its active assistance. In this Council individuals as well as representatives of all organizations within the port found membership.

After long hours of conference with steamship companies, railway engineers, and terminal operators, all the facts set forth as to cost and method in the Bi-State Commission were substantially admitted and certain fundamental conditions were laid down as tending to provide a proper solution of the problem and to guide the Commission in setting forth the physical plans, and, so far as can be shown to be economically prac-

tical, the following definite fundamental principles were adopted:

That terminal operations within the port district, so far as practicable, should be unified;

That there should be consolidation of shipments at proper classification points, so as to eliminate duplication of effort, inefficient loading of equipment, and reduction in expenses;

That there should be the most direct routing of all commodities, so as to avoid centers of congestion, conflicting currents, and long truck hauls;

That terminal stations established under the comprehensive plan should be union stations, so far as practicable;

That the process of co-ordinating facilities should so far as practicable adapt existing facilities as integral parts of the new system, so as to avoid needless destruction of existing capital investment and reduce so far as possible the requirements for new capital; and endeavor should be made to obtain the consent of the States and local municipalities within the port district for the co-ordination of their present and contemplated port and terminal facilities with the whole plan;

That freight from all railroads must be brought to all parts of the port wherever practicable without cars breaking bulk, and this necessitates tunnel connection between New Jersey and Long Island, and tunnel or bridge connections between other parts of the port;

That there should be urged upon the Federal authorities improvement of channels so as to give access for that type of water-borne commerce adapted to the various forms of development which the respective shore-fronts and adjacent lands of the port would best lend themselves to;

Highways for motor-truck traffic should be laid out so as to permit the most efficient inter-relation between terminals, piers, and industrial establishments not equipped with railroad

sidings, and for the distribution of building materials and many other commodities which must be handled by trucks; these highways to connect with existing or projected bridges, tunnels, and ferries;

Definite methods for prompt relief must be devised that can be applied for the better co-ordination and operation of existing facilities while larger and more comprehensive plans for future development are being carried out.

The present old-time method of car-floating freight is the most expensive that can be imagined. The cost of upkeep on floating equipment is enormous. It has been set forth that after one winter such as we experienced in 1918, when the harbor was choked with ice, the floating property of the railways deteriorated some thirty-five per cent.

NO PROPERTY TO BE ARBITRARILY TAKEN OVER

The inauguration of the Port Plan does not mean that the entire new plan is to be effective at once. It does mean that it will be undertaken and extended as the needs of industry require. It has for its most salutary feature the prevention of haphazard, hit-and-miss improvements conducted by various independent agencies to meet temporary conditions, a practice that in the past has interfered with intelligent development of the port. It does not, however, interfere in the slightest degree with the power of any of the municipalities within the port to develop their own facilities, and their home-rule powers are safeguarded not only in the plan, but in the treaty itself, of which Article 6 says:

No property now or hereafter vested in or held by either State, or by any County, City, Borough, Village, Township, or other Municipality, shall be taken by the Port Authority without the authority or consent of such State, County, City, Borough, Village, Township, or other Municipality.

NO PUBLIC MONEY REQUIRED

To correct some false impressions, let me therefore say that under no conditions can the property of any municipality be touched for the improvement without its consent. Further, no public money is required to finance the project. The Port Authority is a body corporate and politic and must by the sale of bonds raise the necessary money to carry out its projects, and necessarily these must be self-sustaining in order that the interest and amortization payments on the bonds can be met from the profits of operation.

The plan, among other things, recognizes the fundamental business principle that as much as possible of existing property and equipment already built and in operation should be used. Accordingly the plan takes full advantage of the great classification and break-up yards already built and in operation on the New Jersey side. The next step is to connect them with the New York side of the port. That is proposed to be done by a tunnel under the bay from the so-

called Greenville Yards in New Jersey to a point in South Brooklyn where direct rail connection can be made with the New York Connecting Railroad, already built through Brooklyn, for transfer to the New England lines, with proper spurs along the water-front and to Jamaica Bay to meet the needs of that section. It also provides for proper spurs from the New York Connecting Railway to the Brooklyn water-front and into the Bronx, so that sections of the Bronx not adapted to residential purposes may be hereafter developed for industrial uses, enjoying the benefits of direct rail connection with the twelve great trunk lines of the country entering the Port of New York.

The island of Manhattan presents the most difficult part of the problem.

The Borough of Richmond is taken care of by the extension of the inner belt line in New Jersey down and across the Arthur Kill by enlarging the existing bridge and widening the tracks of the Baltimore and Ohio Railroad.

Aside from its physical aspect, the plan has for its purpose the unification of present terminal facilities. During the war, when the management of the railways was in the hands of the Government and they were used as an agency to win the war, they were compelled by Executive edict to unify their existing terminal facilities in the interest of speed and economy. Had it not been for such unification, it is extremely doubtful that the Port of New York would have been able to stand up under the pressure put upon it. As it was, congestion and delays incident to the old-time methods of doing business very materially added to the terminal costs.

RAILWAY COMPETITION A MISTAKE

The argument has been made, and made without understanding of the subject, that there must be competition. That is not so. Competition in railway operation is the one competition that works against the public, and not for them, because it adds to the cost of the operation, and that is exactly what the Inter-State Commerce Commission had in its mind a short time ago when it declared for a policy of unifying the railways, so that there would not be more than sixteen or eighteen of them in the whole United States.

Under the present competitive system, do the people of New York get the benefit of that competition? They certainly do not, because the rates are fixed by the Inter-State Commerce Commission. The competition is not one calculated to be healthy for the public, but it is one for particular lines of business as between particular railways. The railway that can get an advantageous position on the water-front—the East River water-front of New York—can control certain commodities that are coming from the West. That is the kind of competition that the declaration of fundamental principles in the Port Plan is endeavoring to do away with, to the

end that the costs may be reduced, so that New York, through any agency it may select, can go down before the Inter-State Commerce Commission in Washington and say: "Here, we have unified our costs. We have cut down the cost of doing business there, and we want our rates. We want that reflected in the cost of doing business, and of living in the metropolitan district that is encircled by this line called 'the New York Port District.'"

STRIKES AT ROOT OF HIGH COST OF LIVING

The business interests of the port should be encouraged and every unnecessary burden should be lifted from their shoulders. There is no reason why old-fashioned methods of handling freight should add to the cost of everything manufactured at this port. If not given relief, there will naturally be a tendency to move where costs of doing business will give a fair start and a square chance in the great game of competition.

Public agencies of every kind have talked at great length in the last few years upon this important question of the cost of living. Here is an opportunity to remedy one of the evils that lie at the root. Because of delay and congestion and rehandling it has been scientifically figured out that it costs almost twice as much to take a sack of potatoes from the break-up yards in New Jersey to the retail grocer in the Bronx as it does to haul that sack of potatoes from the State of Michigan to the State of New Jersey. The housewife as well as the merchant should therefore be interested in any project that has for its purpose the reduction of terminal costs.

There is no disagreement anywhere on the facts set forth about the present condition. It has been recognized by even those who have not been in accord with the creation of the Port Authority or the development of the port by joint action between the States.

The plan set forth for the development of the port is the result of intensive study on the part of the best engineers and terminal experts that could be gathered together in this country. Advising with them were the experts and engineers of the great trunk lines, the representatives of the great steamship companies, and traffic managers of great industrial plants, and it is entirely deserving of approval by the Legislatures of both States and without delay.

Delay is dangerous if competition with our canal system and our port by the St. Lawrence Waterway is to be avoided. If the port is to stand in healthy competition with the other ports of the country, and if the people themselves in the great metropolitan district are to reap the full benefits and blessings that should flow to us from the greatest natural harbor in the world—a gift of Almighty God himself and fashioned with his own hands—the work should immediately be begun.

THE BOOK TABLE

AFTER THE WAR JOTTINGS

IT was certainly a busy and crowded wander-year that the famous English war writer, Colonel Repington, took in order to acquaint himself with the new personalities and the new ideas thrown up in Europe and America after the great war storm. His idea of a restful vacation seems to be to rush about with incredible agility and rapidity. The sub-title of his diary mentions some of the places visited—namely, London, Paris, Rome, Athens, Prague, Vienna, Budapest, Bucharest, Berlin, Sofia, Coblenz, New York, Washington. But this by no means includes the full list of places visited, while a list of the men talked with would be surprising, not only from their number, but from their importance.

Colonel Repington's book "After the War"¹ has been criticised as scrappy and disjointed, and also as indiscreet or scandalous. As to the first charge, the very plan of a diary involves a rapid fire of notes, impressions, and talks; but one rarely finds this method wearisome, for mingled with many minor details the reader constantly comes across anecdotes and readable passages. As to the second charge, the word indiscreet is more apt than the word scandalous. There is not much in the book that appeals to the lover of gossip, but there are many reports of conversations which might well annoy the persons reported and make them wish that they had been less frank. All the world knows that Colonel Repington is a newspaper man and that discretion is not his most noted quality; so that those who talked to him have only themselves to blame if they talked too freely. Yet one doubts whether Clemenceau would be particularly pleased when he is reported as saying of Foch that "on several occasions he had had to speak to Foch, who owed him a grudge for it and had shown it." Nor with the ascription to him of the *bon mot* (after Clemenceau's recovery from appendicitis): "There are only two perfectly useless things in the world—the appendix and Poincaré." Such remarks are quite out of keeping with the report of Clemenceau's feeling as to discussing the past. That passage is indeed so striking that we quote it at some length:

No, said C., he had said nothing, had written nothing, and was not going to. He took no interest in controversies about the past, which was over. He had lived through the greatest period and had done his best. It was enough to contemplate in silence the grandeur of it all. He took pleasure in his disdain of all discussion over the past. He had been too deeply concerned in these events, and the events had been too tremendous, for him not to feel it unworthy of him to waste his remaining years in

sterile discussions. He did not care what people thought or said. It was all one to him. He had succeeded, and all those who had failed owed him a grudge for succeeding. Yes, he could destroy many reputations by a word. But that was no service to France. If he said what he thought of X, he would make bad blood be-



(C) Paul Thompson
LIEUTENANT-COLONEL CHARLES A COURT
REPINGTON

tween England and France, and that was of no service to either. Let them talk.

The author saw General Pétain just after the occupation of Düsseldorf, and reports his talk with him as follows:

Pétain sarcastic about the whole proceeding. He expected nothing from the occupation. He thought that we had all been wasting our time in interminable discussions and that the desire to please the English had always held the French back. We should be made fools of, as usual. If the Boches said "yes" we should go back, and when we were gone the Boches would say "no." Pétain would prefer to occupy the territory necessary to bring the Boches to reason, would administer it and take its revenues, and would tell the Boches that he would stay there till all the debt was paid. He did not care whether it was five years, or thirty years, or fifty years. The Boches would have to pay before he left.

So the diarist moved about hither and thither in Europe, talking with everybody about the League, about the occupation of the Ruhr district, about the situations in Rumania and Czechoslovakia and Upper Silesia, always bringing out from those with whom he talked salient facts and observations. Interspersed with all this are amusing anecdotes, such as this of Jules Ferry:

C. told us of Jules Ferry's shooting exploits. He fired at anything any-

where, and generally hit somebody. One day Waldeck Rousseau was the next gun. Ferry fired, and W. R. fell into a ditch, nothing being visible but his boots. People ran up. "Qu'as tu donc?" . . . "Mais je n'ai rien." . . . "Alors pourquoi . . . ?" "Oui! mais ce malheureux a un second coup à tirer!"

In Germany Repington found everybody talking about Hugo Stinnes. He reports General Degoutte as saying: "Stinnes seemed to him a type of dominator much more dangerous than Napoleon. He was a Napoleon of commerce and economics, and bent, or tried to bend, all the world to his will. It was a type that the world could not permit to endure, and a type likely to be the cause of future wars if it did. One man should not be allowed to possess such infinite powers for mischief."

Inquiring from a French ex-War Minister, M. André Lefèvre, about Germany's military position, the author drew out the opinion that a renewal of war might come within five years unless the Allies adopted more drastic courses.

The poorest passages in the book are those in which Colonel Repington brags about the popularity and sale of his own writings and asks, "If my contemporaries cannot refute me, how can history do so? A few old cats have squalled privately." At times also he bursts into quite unnecessary explosions of personal feeling or opinion, such as that in which, after looking at an ancient statue of Gutenberg, he declares:

Nobody knows who invented printing nor ever will know. If we knew we should posthumously burn him at the stake. He has been responsible for all the heresies, illusions, troubles, and wars of five centuries. He still perpetuates enmities by permitting every hasty word of some overwrought politician to be placed next day before all the people outraged by it, and far from aiding or promoting civilization he has debased it.

Perhaps the most dramatic passage in the volume is the story of Stamboulisky, who alone of all the Ministers of King Ferdinand of Bulgaria opposed Bulgaria's entrance into the war on the side of Germany. Stamboulisky told the King to beware, he might be risking his crown. "And you might be risking your head," replied the King. In point of fact, Ferdinand did throw this brave Minister into jail and planned to have him executed. Word came to the prisoner from the King, says the author, "that if he would recant and send a message to the Bulgarian army that it should march unitedly under F. in the good cause, his life should be spared. He took an agonizing half-hour to weigh his reply. He was young and loved life and activity intensely. On the other hand was his personal and political honor. He decided to refuse, but came back into the dock with a pistol concealed about him, determined to

¹After the War. By Lieutenant-Colonel Charles A. Court Repington. Houghton Mifflin Company, Boston. \$5.

take his own life in the court if he were sentenced to death rather than trust himself to his executioners. But F. must have feared to murder the peasants' favorite at such a moment, so he had him clapped into prison for life by the judges instead."

Naturally, Americans will turn with special interest to Colonel Repington's final chapter, which describes his impressions of America and what he saw and heard at the Washington Conference. It is distinctly comic now to read the early forebodings of the author as to the probable futility and failure of the Conference followed by accounts of his stupefaction at the famous speech of Secretary Hughes, with its definite plan. He says: "Mr. Secretary Hughes sunk in thirty-five minutes more ships than all the admirals of the world have destroyed in a cycle of centuries. . . . We seemed spellbound . . . a few men to whom I spoke babbled incoherently. . . . We came out in a trance, not quite sure

whether we were walking on our heads or our heels. Something had cracked; the helmet of Mars, perhaps."

The personal impressions of America are superficial and irresponsible, without any intention of unfriendliness, however. The characterization of President Harding, that he "sees neither black nor white in a case, but only gray," sounds wise, but is not sustained by instances and carries no conviction. Of course, like every English visitor nowadays, the author talks about the failure of prohibition—"One wants to drink mainly because it is forbidden;" about the ice-water habit, about overheated houses, and about the universal rush—"length of life said to be seven years less here than at home." New York impresses him as "the highest, lowest, crudest, cunningest, noisiest of all great cities."

This dash in and out of Colonel Repington's book may be all the more a fair picture of the original in that it is helter-skelter and disorderly.

THE NEW BOOKS

FICTION

BLACK GOLD. By Albert Payson Terhune. The George H. Doran Company, New York. \$1.75.

The author frankly admits in advance his intention to be sensational. He succeeds in this, and one does not much care whether the outcome of the story is credible or not. In its telling it is vivid and lively and its agreeable characters are as charming as its villains are devilish. It fills an hour's time in the reading with entertainment as well as excitement.

BRIDGE (THE). By M. L. C. Pickthall. The Century Company, New York. \$1.75.

Criminal defects in the building of a bridge lead to its collapse and the death of the brother of the man who is the prominent figure in this story. He disappears, but cannot get rid of his remorse and the memory of his fault. There is power in the description of the bridge-builder's lonely life and mental anguish in his life on a small island, and there is interest also in the strained love situation.

MAN FROM THE WILDS (THE). By Harold Bindloss. The Frederick A. Stokes Company, New York. \$1.75.

The hero of Mr. Bindloss's latest story is somewhat stolid and is filled with a sense of responsibility, as is the wont with many of his heroes. In this case his responsibility is peculiar, for he is made guardian of the estate of the girl he loves. The situation is novel, and the "man from the wilds" gets himself and his ward out of difficulties and into happiness, not very brilliantly, but still quite successfully.

PATCHWORK. By Beverley Nichols. Henry Holt & Co., New York. \$1.75.

Ray Sheldon, coming to Oxford from his war service, finds the tone of the place too practical, too serious, too solemnly industrious, too overshadowed by the war. He misses the old charm and

gayety, the old culture for culture's sake. So he asks, "Why should not he, alone except for a few faithful spirits, create once again the Oxford that had been?" So he plunges in joyously, makes a sensation in college journalism and in dashing, ironic debate at the Union, talks art and literature on lines of his own, spurns the sober-sided, plodding, and self-centered idea of college life. He doesn't exactly remake Oxford, but he certainly does liven it up, help establish the old atmosphere, and substitute for the manner of parade ground and barrack what Asquith once termed the "tranquil consciousness of effortless superiority." The story is engaging, humorous, and delightfully youthful.

BIOGRAPHY

LIFE OF CLARA BARTON (THE). By William E. Barton. Illustrated. In 2 vols. Houghton Mifflin Company, Boston. \$10.

The long and pre-eminently useful life of Clara Barton is fittingly commemorated in this biography. It is a thorough piece of work and contains much that will interest students of the times in which Miss Barton lived as well as those who are interested primarily in her personality. As the founder of the American Red Cross, Miss Barton deserves a permanent place in our history, and this book will do much to make it secure.

ESSAYS AND CRITICISM

BOOK OF REMEMBRANCE (A). By David Gregg. Compiled by Frank Dilnot. The Fleming H. Revell Company, New York. \$2.

Christopher Morley advises every would-be author "to keep a note-book handy." This Dr. Gregg did, and in it wrote: "This writing is wholly personal and private, intended only for auto-communion." The book now published is for this reason the more valuable. The paragraphs are wholly unstudied. They appear to be the thoughts as they came into his mind, not as they would

appear after he had polished them for the public. They are interesting as a disclosure of the auto-communion of a notable scholar and preacher and will be stimulating to other scholars and preachers.

TIRED RADICALS, AND OTHER PAPERS. By Walter Weyl. B. W. Huebsch, Inc., New York. \$2.

These essays increase the regret that his too early death has deprived the world of so earnest a thinker on modern problems as Walter Weyl. The essays are of unequal merit, but not one of them is muddy or feeble. He saw clearly and wrote vigorously, though generally he saw modern evils more clearly than he did methods of dealing with them. Thus he describes effectively the peril to American life from a conglomerate immigration, but he did not see the undeliberate and unconscious forces which are imbuing these immigrants with the American spirit of freedom. He saw clearly the discontent of "the truly revolutionary class," but he did not foresee the efforts which captains of industry are making to-day in co-operation with the workers in some of our large and prosperous plants to introduce democratic methods and promote the democratic spirit. But he was no pessimist. The pessimist balks at obstacles and surrenders or runs away from danger. Mr. Weyl impresses the reader with his courageous faith that there is a remedy, though it is not yet discovered. We venture to offer one illustration of our criticism. What causes "the tired radical"? He is tired because he is not radical enough. When emancipation came, the so-called radical Abolition Society by resolution disbanded because nothing remained for it to do, just as General Armstrong was organizing his work for the education of the Negro. The Abolition Society, he truly said, failed in that their work was just begun when slavery was abolished.

MISCELLANEOUS

EVERYMAN'S LIBRARY. New Issues. E. P. Dutton & Co., New York. Price per vol., \$1.

FATHER AND SONS, Ivan S. Turgenev.

THROUGH RUSSIA, Maxim Gorky.

PEER GYNT, Henrik Ibsen.

BLACK BEAUTY, Anna Sewell.

LUCRETIUS, W. E. Leonard.

ENGLISH SHORT STORIES, XVth to XXth Century.

GROWTH OF POLITICAL LIBERTY, Edited by Ernest Rhys.

GOLDEN TREASURY OF LONGER POEMS, Edited by Ernest Rhys.

LIVY'S HISTORY OF ROME, Translated by Canon W. L. Roberts.

The variety of subjects shown in the list above of new issues of the always popular "Everyman's Library" is fairly indicative of the entire collection, which now numbers 750 volumes.

We repeat what we have said in substance before, that the collection has no rival in its scope, in the judicious choice of authors and subjects, and in its physical form. As with other good things, the price of these volumes has increased, but, as things go, a dollar a volume for good literature is far from being excessive.



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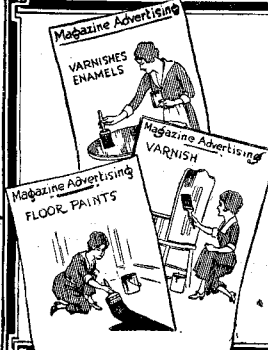
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BY MARTHA HASKELL CLARK

I AM a little better than a movie show
Because I speak reality. You know
That I was there, have worked and
shared and seen.
And yet, like shadow pictures on the
screen,
The scenes I paint bring but a passing
thrill
Of pleasant horror. Self-complacent still,
You murmur, "Sad! So sad!" and go
your way,
While cards, and tea-rooms, and the
latest play
Will reap their easy millions through
the week.
You cannot sense the things of which I
speak.
You are not heartless. Could I only lay
One baby's body at your feet to-day,
Or here and now bring swift before your
eyes
One mother watching by her child that
dies,
You would be pitiful, would strain to
give,—
And thousands doomed by apathy would
live.
Great God of Nations, give me words to
stir
These sleek-fed aisles of broadcloth and
of fur!

THE TRAVELED JOHN MILTON

IN Mr. Irving Bacheller's "What's the Matter?" a surprising statement as to the traveled John Milton meets the eye. He says of Shakespeare: "Never in all his life, probably, did he travel so far as we go in a round trip from New York to Boston." Very good thus far; but he adds: "The same is true of Milton." Please tell us this is a typographical interpolation instead of something that has escaped the editorial scrutiny.

That these observations may have a modicum of completeness, witness the brief account of Milton's travels. Though the elder John Milton was not a man of wealth, he was anxious to round out the education of his son as an English gentleman. Travel was almost the invariable elective in the education of an English gentleman. In April, 1638, Milton was on his way across the Channel for a Continental tour. He went to Paris, Nice, Genoa, and to Florence. In the last city he frequented the academies and met Galileo, saw his astronomical drawings, and looked through his "glass." He next spent two months in Rome. Naples lay next in his tour, whence he planned to go to Sicily and to Greece, but the news of the critical stage of the contest between Charles I and Parliament brought his journey to a premature end. But even then he did not hasten home. Two more months were spent in Rome. He left Rome for brief sojourns in Ferrara, Venice, and Geneva. He arrived in England in August, 1639, having spent about sixteen months in travel.

CLAUDE KINNICK,
Professor of English.

Alliance, Ohio.

CONTRIBUTORS' GALLERY



At our request, ex-Governor Alfred E. Smith, known affectionately to his fellow-citizens of New York City as "Al Smith," wrote an article on "The Port of New York Authority," which appears in The Outlook of this week.

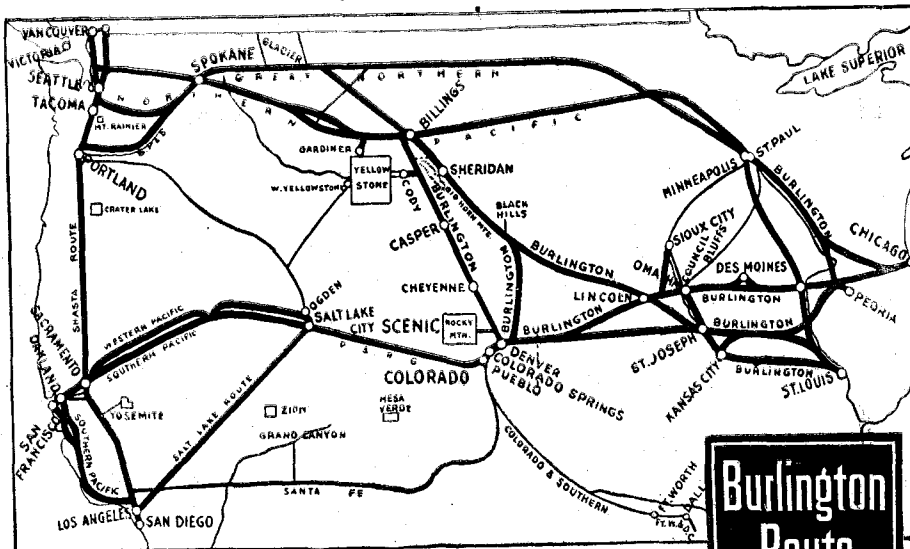
This rather cumbersome name means the private corporation which has been established by a treaty between the States of New Jersey and New York for the proper development of the harbor of New York as a great receiving and exporting shipping port. Governor Smith's article will be of vital interest to the inhabitants of the region of New York who are desirous of preserving their business interests, and equally vital to the farmers and manufacturers of the West who wish to distribute their products on the Eastern seaboard in an economical fashion. Governor Smith was born in New York in 1873.

DOROTHY CANFIELD, whose married name is Mrs. J. R. Fisher, is widely known as an American writer of fiction and as a contributor to many magazines, of which The Outlook is proud to be one. In addition to the five announced stories in the series of "Human Byways" (of which the fourth appears in this issue) The Outlook has accepted a new article of the same character which relates to Mrs. Fisher's own great-grandmother, and which seems to us perhaps the finest study of New England character which we have had from her pen.

RICHARD B. WATROUS was born and brought up in Wisconsin. He was for many years editor of the Milwaukee "Telegraph." He has written much on civic subjects, the preservation of scenic wonders, and housing. In the interests of the last named he went to Europe in 1913 for a study of what had been done there. Mr. Watrous is serving as a representative of The Outlook in Washington, and has, on occasion, made special investigations to obtain information for editorial use.

SAMUEL HILDEBRAND is an ichthyologist who has been associated with the United States Bureau of Fisheries for eleven years. He is the author of numerous scientific papers and books and has made many important investigations leading to the discovery and the determination of the value of top-feeding fish as agents for the control of disease.

Two articles on the ship-subsidy question are contributed to this issue. One, "All Dressed Up and No Place to Go," is by Frederick H. Chase, the well-known lecturer and writer. The other is written by George Haven Putnam, President of the Free Trade League and of G. P. Putnam's Sons, the publishing company.



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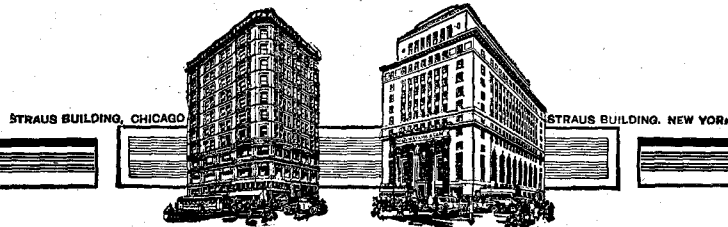
TO PROMOTE RECOVERY

NOT long ago a letter came to us from a woman who asked our opinion of a number of speculative stocks she was holding on margin. She wrote glibly of the expected "spring rise" in the stock market, and wondered if she had best sell out and take her profit when it was over, or wait until the end of the year and make still more money. Who said that there is a "spring rise" coming, and, if any one did say it, what sound basis has he for such a statement? People who make predictions about the future course of the stock market are liable to get themselves and their friends into considerable trouble, and merely because we want a thing to happen is no guaranty that it will happen.

Nothing in this world happens by chance.

Perhaps a "spring rise" is coming. We hope it is; but we should like to see any one who could convince us that it is a certainty. The plain truth is that nobody knows, and any man or woman who speculates on the fluctuations of stock prices is going to lose a lot of money some day.

All of this is somewhat beside the point we want to make, which is that we hear a great deal of talk nowadays about business recovery. Almost any one will tell you that things are certain to be better soon, but not many can give reasons for their belief that this is so. Like the woman and her "spring rise," they want business to be better, and therefore they think it will be. We too think things are improving; but before our industrial life can be put back upon a sound and permanent



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basis there is still much work to be done.

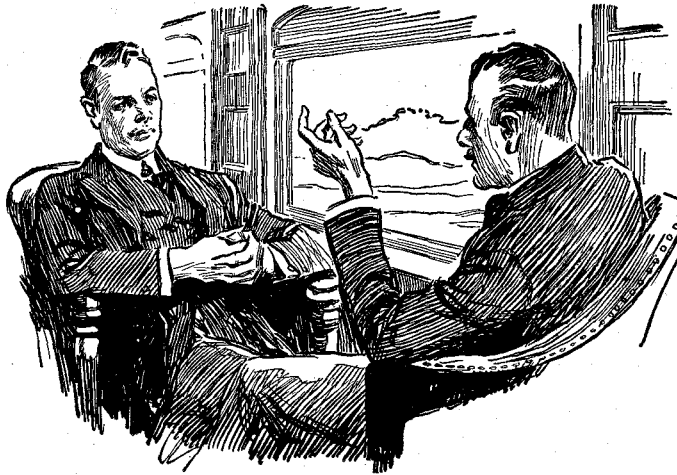
There are international problems to be solved, and, while some of the nations are getting their affairs in shape and are well started on the road to recovery, others, of which Russia is a notorious example, are in a chaotic state with no prospect of prompt betterment. The foreign market for American goods has largely disappeared, and one of the main causes of our present business depression is our inability to sell our surplus of goods abroad. Another thorn in the flesh of business is the fact that buyers, not yet convinced that prices are on a permanent basis, are unwilling to commit themselves for any appreciable time in advance; they are ordering for immediate needs, and nothing else. The result is that business is a sort of hand-to-mouth, day-to-day affair, slow moving and spasmodic. Politics, in Washington and in other parts of the world, have played their part in hindering the recovery we all of us so earnestly desire.

Again, after every period of prosperity there comes a corresponding time of depression. During our post-war inflation years there was a demand for all kinds of goods, and not only were the large concerns taxed to capacity to supply the buyers' wants, but numberless little companies sprang into being all over the country. So long as business was good the little fellows prospered, but when the demand for their products diminished, and in many cases disappeared altogether, they were not sufficiently strong to weather the storm. Failures have been common and numerous; the "weeding-out process" is going on, and, while it means hardship for many, the results are bound to put business as a whole on a sounder basis.

What it all amounts to is that we are obliged to heal the wounds suffered by a whole world at war. It is not easy and it cannot take place overnight. There has been a violent, though natural, reaction from the period of inflation and prosperity through which we have passed, but it seems to us that we can depend upon our new banking and credit system to see us safely through. It stood up under the strain of the biggest war in history, and it would seem as if we were justified in pinning on it our hopes of ultimate recovery.

One thing, however, we should bear constantly in mind, and that is that our present world is different from the one we lived in before the war. New problems must be faced and there are new jobs to be done. On the other hand, we should also remember that the economic fundamentals are always the same, unchanged and unchanging. And it does not pay to try short cuts. People who attempt them sooner or later invariably come to grief. Fine theories are promulgated which fool people for a time, and rainbow chasing becomes a popular sport with those who are averse to facing facts, but eventually the old truths assert themselves and the time spent in worshipping false gods proves to have been wasted.

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FINANCIAL DEPARTMENT

(Continued)

money, for making one section of the country pay taxes for all the rest, attempts at class legislation, and political dilly-dallying all collapse of their own accord eventually. Our industrial and social structure is a delicate and intricate piece of mechanism made up of countless wheels, and every wheel has cogs in it and every part of the machine must do its work if the whole is to function properly. Which means to say that every one of us is a part of the big machine and it is for us to see to it that we do nothing to clog the wheels. We all know what our job is, and we can do the most good to ourselves and every one else by sticking to it. How often it has happened that a man who has made a success in one line of business thinks that fact proves that he can make a success of anything he tries, and the result is complete failure! Because a man is a great manufacturer or inventor is no reason to suppose that he is also a great banker or railway man. If every man would do his own work and not try to settle all the affairs of the rest of the world, the world and the man himself would be better off, and in the present instance our industrial recovery would be immeasurably easier. Every man is but a cog in the wheel, and if he tries to take the place of the wheel itself the whole machine is going to slow down.

People are learning this lesson gradually. They must learn it if good is to result, and the knowledge may be gained either of a man's own accord or from bitter experience. Unfortunately, many people learn only from experience, although it is perfectly possible to profit by what others have done. The recent disclosures in regard to bucket shops and the thousands of people fleeced by them are only further evidences of the fact that Barnum was right, and that, in spite of countless similar experiences proving the futility of trying to get rich without work, there is always a crop of people ready to try it. And no doubt many will blame Wall Street. But if any one would take the trouble to think about it, why should what is known as Wall Street be blamed for the operations of certain dishonest persons who rent offices in New York's financial district? As a matter of fact, the business men of Wall Street, the real Wall Street, probably have less sympathy with dishonesty than any body of individuals in

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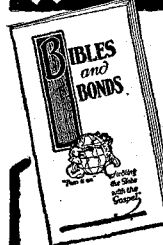
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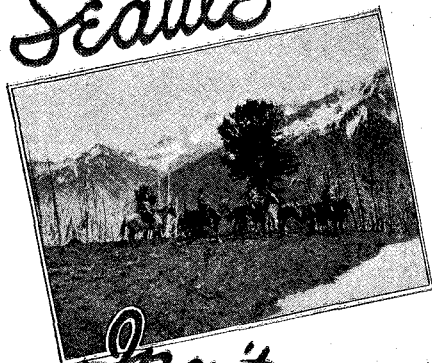


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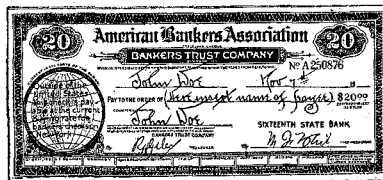
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FINANCIAL DEPARTMENT

(Continued)

the country. They welcome almost any measures which will remove from their midst the concerns whose business practices are not above reproach. And here again the weeding out of the dishonest and the weak will serve to strengthen those who remain. It is a ruthless process, but it is for the good of the whole.

In order to promote recovery to normal and prosperous business conditions, therefore, the weak spots in our industrial body must be removed. Deflation and depression are the agencies to accomplish this result, and they are doing their work nobly, albeit without any particular speed. The Washington Conference, the recent gathering at Cannes, and the projected meetings at Genoa, in spite of the fact that the United States will not participate, promise to be of aid in international affairs, and the progress towards recovery is fairly consistent. There are temporary setbacks of course, but the trend is certainly for the better. The marked improvement in the foreign exchanges is eloquent testimony of this fact; the really remarkable demand for bonds which we have had for the past year or more is further proof that basic conditions are better; the course of agricultural prices and commodity prices in general is, on the whole, entirely encouraging as to the future. Many people have their ideas of our industrial

outlook almost entirely upon these three factors, and they can justly be regarded as fairly reliable indications of what lies ahead.

The stock market too is a barometer, but not quite so reliable a one as the other three we have mentioned. Stocks of course are dependent for their value upon the earnings of the issuing companies, and better business is usually discounted by higher quotations for stocks. On the other hand, the element of speculation enters largely into the fluctuations of stock prices, so that one cannot always tell whether a rising stock market is caused by sound considerations or is a temporary affair due to speculative manipulation. It is risky business trying to guess what the fluctuations of the stock market are going to be, and it usually turns out to be expensive business too.

It is a safe general rule that the higher the grade of an investment, the less it fluctuates in price. Like the laws of economics, it is not affected by temporary conditions, and if more people would try to order their lives so as to ignore things which do not concern them their personal fortunes would not fluctuate to any marked extent. What we need to-day are people willing to do the work in hand, who will stick to the task that is given them to do, and forget the rest. That is the best method of hastening the return to prosperity that we all want to see. It is coming, and it will come more quickly if each one of us does his full share.

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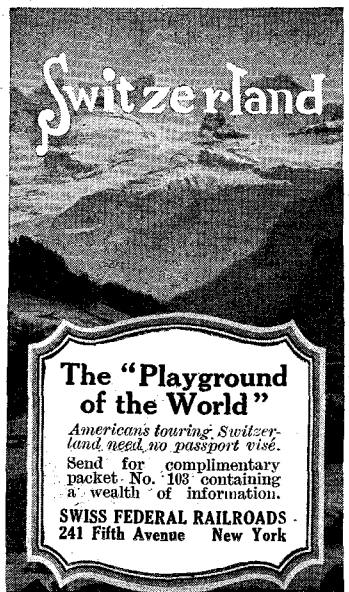
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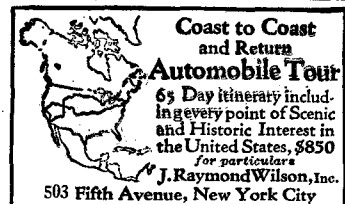
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